The Pittsburgh Gazette.

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DAILY GAZETTE.

DEATH OF SENATOR SUMNER.

Our news columns this morning give the sad tidings that Hon. Charles Sumner, of Massachusetts, was suddenly stricken down yesterday by a swift inflammation, and has since died. He follows, thus, quickly after Fillmore, and his death will fall as a sudden shock on the nation. He has well earned for himself the title of "statesman," and has borne it in honor for many years. Of incorruptible integrity, he has never been suspicioned as having a part in any corrupt Congressional scheme. Strong in his convictions, he has been a firm and influential friend of the colored race, fighting for them in the days when great courage was required to speak in their behalf in the United States Senate. This positiveness, united with the disease which at last culminated in his death, is generally credited as the cause of his differences with President Grant and the Republican party. He was persuaded about a year ago to go abroad, and derived considerable benefit from his trip. His health, however, was not entirely restored, and his physicians felt it imperative to dissuade him from a proposed attempt to lecture at several prominent points in the country. As an orator, scholar and jurist, he was eminent, and his legislative history is indelibly impressed on that of the country. His life was one of great usefulness and his death will be widely lamented.

Charles Sumner was born in Boston, January 6, 1811, and was, therefore, in his sixty-fourth year at the time of his death. His father was a lawyer, and the son, having graduated at Harvard at nineteen years of age, was bred to the law, under the tutorship of Judge Story. He was admitted to the bar in 1834, achieving at once a wide reputation, and securing a large and profitable practice. He was soon appointed Reporter for the United States Circuit Court, and in this capacity issued three volumes known as "Sumner's Reports," containing the decisions of Judge Story. During this time he lectured frequently before the law school, and edited a quarterly law magazine. In 1837 he proceeded to Europe, where he remained three years, one of which was spent in England, and two in traveling in Italy, Germany and France. On his return to Boston he resumed the practice of law, and in the course of a few years published an elaborately annotated edition of "Vesey's Reports," in twenty volumes. Up to this time he had taken no active part in politics; but on the 4th of July, 1845, he delivered an address on "The True Grandeur of Nations," in which he took strong ground against war with Mexico, and against war at all as a means of settling international disputes. This speech attracted very general attention, in this country and Europe. He also opposed the annexation of Texas, on anti-slavery grounds. In 1848, he favored Van Buren and Adams as Free Soilers. When Daniel Webster resigned his seat in the Senate to enter Fillmore's Cabinet in 1850, Sumner was elected to fill his place by a coalition of Free-Soilers and Democrats. In the Senate, his first speech was against the constitutionality of the fugitive slave act, and from this on he consistently pursued the course he then marked out, of hostility to slavery. In the debate on the repeal of the Missouri Compromise, his speech on "The Crime Against Kansas" was made the occasion of Brooks' assault upon him, the injuries from which caused much suffering for three or four years. In 1857 he was re-elected to the Senate by a nearly unanimous vote. He visited Europe that year, but returned in the Autumn. In 1858 he went again to Europe, receiving in Paris, medical treatment for the cure of the injury suffered from Brooks' assault. On his return, a year later, he delivered his address on "The Barbarism of Slavery." In the canvass of 1860 he spoke for Lincoln and Hamlin, and in the secession excitement that followed, was firm against all attempt at compromise, and was among the first to propose the emancipation of the slaves. On the 4th of March, 1861, he was made Chairman of the Committee on Foreign Relations, and retained the position for about ten years, filling it with great ability. He opposed the seizure of Mason and Slidell as unjustifiable, and as his last great effort, opposed the Reverdy Johnson protocol for the settlement of the Alabama difficulty. Last year he went to Europe for his health, avoiding thus the excitement of the Presidential campaign. While abroad he recuperated somewhat, but has steadily declined in health since. The excitement resulting from the reading of the resolutions of the Massachusetts Legislature, rescinding its censure of his battle-flag resolution, is attributed as the immediate cause of his death. He will be mourned as one of our greatest statesmen gone.

FORTY-THIRD CONGRESS.

FIRST SESSION.

WASHINGTON, March 11, 1873.

SENATE.

Respect to Charles Sumner.

The Chaplain in his opening prayer said: The light of the morning sun falls upon busy scenes of men, but there are mysterious shadows in many dwellings. We miss those of our members who are withdrawn from their seats and are lying prostrate with sickness and disease, and especially one who but yesterday came into this chamber with all the presence of his manly form, but now, when we meet again this morning, he lies close to the brink of darkness. O God, we beseech Thee, be very near to the soul of Thy servant at this time. If it were possible we would pray Thee to restore him, but if Thou hast otherwise appointed, then we beseech Thee to support him with the hope of Thy people and with the glorious prospect of the coming resurrection and blessed immortality.

Immediately after the reading of the journal Mr. SHERMAN said: One of our number lies ill, and perhaps dying. I therefore move that the Senate adjourn.

Agreed to, and the Senate adjourned.

HOUSE.

River Improvement.

Mr. STYHER asked unanimous consent to introduce and have passed a bill appropriating thirty thousand dollars to improve the mouth of the Mississippi river, to be expended immediately. He stated the pressing necessity for the immediate passage of the bill.

Mr. WILLARD (Vermont) objected, and the bill was referred to the Committee on Commerce, with leave to report at any time.

Public Printing.

Mr. DONNAN, from the Committee on Printing, reported concurrent resolutions reciting that it is alleged that grave abuses are existing in the Government printing office, and that the abolition of the franking privilege will largely reduce the amount of public printing, and requiring the joint Committee on Printing to report whether the Government printing office cannot be discontinued, and whether large sums of money cannot be saved annually by a change in the method of doing the public printing, with power to send for persons and papers.

Mr. CONGER took exception to that part of the preamble which asserted that the amount of public printing depended on the existence or non-existence of the franking privilege. He proposed that that part of the preamble be omitted.

Mr. DONNAN declined to modify it.

The previous question was seconded and the resolution adopted.

Pensions.

Mr. SPRAGUE, from the Committee on Pensions, reported a bill to amend the act of the 14th of February, 1871, giving pensions to certain soldiers and sailors of the war of 1812, and to restore to the pension roll those persons whose names were struck therefrom in consequence of disloyalty.

After discussion the bill was passed.

Mr. CRITTENDEN, from the same committee, reported a bill granting thirty dollars for an artificial eye to soldiers who have lost an eye. Passed.

Also a bill to amend section 13 of the Pension law of March 3d, 1872, by providing that in case of death or re-marriage of a soldier's widow having a pension, or the death of a soldier's orphan children, the pension shall revert to the dependant father, mother or other relatives of the soldier from the date of such death or re-marriage. Passed.

Death of Senator Sumner.

The debate was interrupted at three o'clock by the committee rising, when the Speaker presented a telegram just received by him announcing that Senator Sumner had died at ten minutes before three.

Mr. DAWES moved, in view of that sad intelligence, that the House adjourn, and the House thereupon adjourned.

THE LATEST NEWS.

Condensed Telegrams from All Quarters.

—There were several fires in Boston last night.

—Oliver Ames has been chosen President and E. H. Rollins Secretary of the Union Pacific Railroad Company.

—Two attempts were made last Tuesday night to burn the town of Reno, Nevada. The incendiaries were not captured.

—In the California Assembly a bill has been passed making it a misdemeanor to invite any person to drink or accept an invitation to drink liquor at a public bar.

—The Missouri State Senate has unanimously passed a resolution urging Congress to adopt the plan of Captain Eads for deepening the mouth of the Mississippi river.

—A deficit of at least fifty-eight thousand dollars has been found in the account of Adolph Rammers, late Tax Receiver of Louisville, who died very suddenly and under suspicious circumstances on Monday.

—A colored man named "Doc" Smith was called to his door and shot down by an unknown person about twenty miles below Little Rock, Ark., one day last week, and died on Tuesday.

—Within the last month numerous incendiary fires have been discovered by the police in Jeffersonville, Ind., in time to be extinguished and prevent serious loss. Last Tuesday another occurred, partially destroying a two story building.

—The California State Senate has passed a resolution favoring the San Antonia creek improvement project. It is denounced by the San Francisco papers as a scheme similar to that by which the Central Pacific Railroad tried to obtain Goat Island.

—The Ohio Constitutional Convention has refused, by a vote of forty-eight for to thirty against, to submit to a separate vote the question of allowing woman suffrage. Fifty three votes were required to secure such submission to a separate vote.

—Judge Brady has fixed Friday next for the argument on the motion to make the clerk's record conformable to the stenographer's notes of Judge Davis' language when passing sentence on Tweed, so that the record will stand "county jail" instead of "penitentiary."

—While three painters, named Ernest, Meyers and Wilkins, employed in painting the exterior of W. G. Davis' dry goods house, in Columbus, were at work on Wednesday morning, the swinging ladder broke and precipitated the whole party to the sidewalk, sixty-five feet below. Two of the men are badly injured, while Wilkins was but slightly injured.

—The Boston City Solicitor has again decided against the right of women to serve on the Boston School Committee, and says the Supreme Court, in an opinion given to the House of Representatives, confine themselves expressly to the question whether the Constitution prohibits the serving of women upon school committees, and do not deal with any statutes.

—The proper papers for the extradition of A. D. Hamilton, the defaulting Treasurer of Jersey City, have been served on the Mexican authorities at Matamoras. They absolutely refuse to arrest the fugitive, the judge frankly stating that the man is protected by Cortena, Mayor of the city, and should he attempt making an arrest, his life would be in danger.

—The women of the Forsyth Street Methodist Church, New York, have opened the fight against the liquor traffic by informing grocers that to retain their custom, they must give up the sale of liquor, and the women of the Seventeenth Street Church are pleading with members who keep, or let, buildings for saloons in the neighborhood of the church.

—A letter from Springfield, Ky., says Mrs. Alfred, wife of Dr. Alfred, who was brutally murdered some time since, was on Tuesday arrested and placed in jail, charged with the crime. The testimony in the case of George Alfred, colored, now on trial for the murder, strongly implicates Mrs. Alfred, and indicates criminal intimacy between her and the negro.

—Collector Arthur, of New York, has informed the Committee on Ways and Means, now making an inquiry into the operation of the customs laws, that he has personal knowledge of losses under the examination, and Surveyer Sharpe says not one of the losses in which complaint has been made or testimony given has occurred during his connection with the Customs Department.

—John Doughtery, who sails a sloop between New York City and the Hudson river towns, has been arrested as one of the gang that killed Schmeich, the watchman in the Hudson River Railroad freight depot. Dougherty says that the gang, headed by "Dutch" Herman, was after a car with bonded goods, and that he was placed by "Dutch" Herman outside of the yard to signal the approach of the officers.

—The fourth annual meeting of the Railway Employes Benefit Association was held in Cleveland on Tuesday. No business of special importance was transacted. A. D. Reed was elected President, J. R. Wood Secretary, and T. C. Hatch Treasurer for the ensuing year. These officers are all of Chicago. The convention adjourned to meet in Indianapolis on the second Wednesday in March, 1875.

—A dispatch from Fort Laramie says a messenger from the Red Cloud Agency reports that General Smith, with eight companies of cavalry and four of infantry, started on Tuesday for Spotted Tail's agency. The Brules and Minneconjous were concentrating near the agency, and threaten to fight. The Indians under Red Cloud are greatly dissatisfied, and there is much bad talk about soldiers being in that country.

—A large mass meeting was held in Brooklyn, on Tuesday night, under the auspices of Bishop Laughlin and the clergy, to bring about the union of the several temperance societies of the different churches. Addresses were made by Rev. Wm. Keegan and Rev. Dr. Frial, neither of whom alluded to the prevailing war against intemperance or the liquor trade. Resolutions were adopted while the people were retiring after the addresses, urging the formation of a temperance society in every church where one does not now exist.

FOREIGN.

—Jean Cruveilhier, an eminent French physician, is dead, aged 83.

—The report that General Concha is to be Captain General of Cuba in place of Jovellar is confirmed.

—General Moriones has resigned his command of the Spanish army of the north in consequence of illness.

—Marshal Serrano has assumed supreme command of the forces operating against the Carlists in the north of Spain.

—The latest dispatch from the Ashantee expedition states that the British loss in the war was sixteen killed and three hundred and thirty-eight wounded.

—A letter from Havana says: The city is filled with volunteers, who are daily departing for the seat of war. Each one receives one hundred dollars from the Government on entering the barracks, and has eight hundred dollars deposited to his credit in the bank, subject to an order of himself or heirs at the end of six months' service. All look well in marked contrast with the drafted militia, who received but ten dollars.

—If his health will permit, Gladstone will resume the leadership of the Liberal party in Great Britain in 1875. The members of the late Cabinet held a meeting on Monday, at which at the request of Gladstone, they agreed to accept the temporary leadership of the Marquis of Hartington. A section of Liberals, however, propose to temporarily follow the lead of Vernon Harcourt or Robert Lowe.

—Archbishop Purcell of Ohio expresses himself thus on the temperance war: "I am in favor of a license for liquor dealing so high as to inexorably close by all the penalties known to the law those vile bar rooms where liquor is sold to juniors and drunkards, men or women, who are now the pests of society, a disgrace to their families, and who are teaching by word and example the broad way to perdition."

POLITICAL.

Rhode Island Republican State Convention.

PROVIDENCE, March 11.—The Republican State Convention to-day nominated Henry Howard for Governor, Joshua M. Addeman for Secretary of State, Willard Sayles for Attorney General, Samuel Clark for General Treasurer, and Charles C. Van Zandt for Lieutenant Governor. The candidates are all the present incumbents.

New Hampshire Election.

CONCORD, N. H., March 11.—One hundred and eighty towns give McCutchins 29,640 votes, Weston 30,375, and Blackmer 1,732. The House stands 129 Republicans and 128 Democrats.

Returns from nearly all towns have been received, which show that there is no election of Governor by the people. Weston, Democrat, lacks about 300 of a majority. The Republicans claim that they have elected five Senators and the Democrats three, with four vacancies. The Chairman of the Republican State Committee expresses the opinion that the House will be Democratic. The Democrats claim that the returns of 222 towns show the House to stand: Democrats, 155; Republicans, 141; Independents, 2. The towns yet to be heard from gave last year, Democrats, 22; Republicans, 17.

SECOND EDITION.

Four O'Clock.

CHARLES SUMNER.

Death of the Massachusetts Statesman.

Rupture of a Bloodvessel Thought to be the Cause.

Scenes Around the Death-Bed.

His Last Request.

"Take Care of My Civil Rights Bill."

WASHINGTON, March 11, 1874.

Senator Sumner died at a quarter to three o'clock. He passed away calmly, without a struggle.

His Last Hours.

During the last two hours of Mr. Sumner's illness his intellect seemed to be much clearer, and he was perfectly conscious to the last. This condition was doubtless the result of his recovery from the effects of morphine which had been freely administered to him this morning. His sufferings towards the last seemed to be intense, and he several times exclaimed: "I want quiet. I am tired." He recognized friends who came into the room. One of the last to whom he spoke was ex-Attorney General Hoar, of Massachusetts, to whom he said, "Take care of my Civil Rights bill." About a quarter before three o'clock he was attacked by a slight spasm, in which he died.

Around the bed at the time were ex-Attorney General Hoar, Dr. W. P. Johnson, of this city, Major Perley Poore, Geo. T. Downing and Jas. Wormley. Other friends who had been with the dying Senator throughout the day had left just previous, not anticipating that death would be so soon. Senator Schurz and Hon. Montgomery Blair entered the room just as he breathed his last, but Mr. Sumner was too near dissolution to recognize them.

The only relative that Senator Sumner has is a sister, the wife of a physician in San Francisco, and to her the sad news was telegraphed immediately after his death. During the day the house was visited by a great number of members of both Houses of Congress, other prominent citizens, and hundreds of colored people, prominent among whom were Fred. Douglass. The sidewalk in front of Mr. Sumner's residence was filled with anxious and saddened friends at the time of his death, and when the sorrowful announcement was made the grief of many, especially of the colored people, found vent in heartfelt exclamations of grief and weeping.

Sergeant-at-Arms French, of the Senate, was sent for immediately and that official, in connection with a committee, will have charge of the funeral arrangements, though, of course, no time has yet been fixed therefor. The funeral ceremonies will take place in the Senate Chamber.

Mr. Sumner's age at the time of his death was sixty three years, two months and five days. He had been solicitous for his health for several days past, the earnest part he has taken in questions before the Senate having given him reason to pay especial regard to it, and he remarked last night to a friend, some hours before he was attacked with a serious spasm, which in a few hours culminated in his death, that he wanted to talk to him about his health. He was afraid he was working too hard.

His Last Day in the Senate.

Senator Sumner, at about two o'clock yesterday afternoon, moved from his seat in the Senate Chamber to one beside Senator Sargent, and inquired of Mr. Sargent, who, like himself, had taken a prominent part in opposition to the Centennial bill, whether he had received any anonymous insulting letters on the subject, adding that he (Sumner) had received a number of such letters and packages of a most offensive character, both through the mail and by express. He seemed considerably annoyed by these insults, and Mr. Sargent, therefore, turned the conversation to the resolutions of the Massachusetts Legislature rescinding its censure of Mr. Sumner, and he expressed himself greatly pleased with this action. An hour or more afterwards Mr. Sumner called Senator Ferry, of Connecticut, aside, to a seat on a sofa in the Senate Chamber, and talked with him, as he had frequently done before, in regard to their respective states of ill health, both resulting from affections of the spinal cord. He told Mr. Ferry that he had suffered so much from his heart the night previous that he had sent for his physician to obtain some relief by an injection of morphine under the skin. He asked Mr. Ferry's opinion of such hypodermic injections, and from time to time complained of a severe pain while they were talking. Finally, a little before four o'clock, Mr. Sumner took his hat and overcoat and went home, his last words in the Senate chamber having been uttered in this conversation with Mr. Ferry. The apparent vigor manifested by Mr. Sumner in his recent speeches on the Centennial bill excited considerable surprise, in view of his long continued feebleness of health last year, and many of his friends expressed their apprehension that he was overdoing his strength in these efforts.

It is regarded as a remarkable and fortunate coincidence that the resolution of the Massachusetts Legislature rescinding its vote of censure upon Mr. Sumner should have been presented and read in the Senate before he left it on the last day of his presence in the Chamber as a member of that body.

Senator Schurz, in leaving Mr. Sumner's room at half past twelve, took him by the hand and asked: "Do you know me?" Mr. Sumner replied: "Yes, but I cannot see you." At once Senator Sumner fell into an easy slumber, which encouraged some of his friends to believe that he was somewhat better, but a consultation of physicians held about that hour did not establish any reason for such impressions.

The Cause of Death.

Dr. Brown Seguard, of New York, Senator Sumner's consulting physician, arrived here this evening. He expressed the opinion to-night that death resulted from the rupture of a blood vessel of the heart. After Mr. Sumner had paroxysms his body remained cold and clammy, and his pulse very feeble, breathing slowly, but with some rattling in the chest. Soon after death the body show signs of discoloration, and it became evident that decomposition had set in. The work of

Embalming the Body

was commenced to-night, and upon the success of this process depends somewhat the fixing of the time for the funeral. Should the embalming be successful, the body will be detained here until the arrival of a committee to be appointed by the Massachusetts Legislature.

His Last Words.

About the last words of the deceased Senator were expressed to Judge E. R. Hoar, and were: "Tell Emerson I love him and revere him." This sentence was uttered about ten minutes before his death, and just after it escaped his lips a paroxysm seized him, in which he appeared to suffer severely, and he passed away a few minutes after. His strength seemed to increase from ten o'clock this morning to the time of his death.

Weston Powers, a son of Hiram Powers, will take a cast of the face of Mr. Sumner to-morrow morning. There is scarcely a member of the Senate who did not call at the House either before or after the death of the Senator.

Meeting of the Massachusetts Delegation in Congress.

The Massachusetts delegation in Congress met this evening at the residence of Samuel Hooper to make arrangements for the funeral of Senator Sumner, and after consultation it was agreed that they should attend the funeral as mourners. Judge E. R. Hoar was selected to present resolutions of respect to the memory of the deceased to the House of Representatives. Messrs. Dawes, Hooper and Pierce of the House, and Senator Boutwell were appointed a committee on the part of the delegation to act with a committee of the Senate in the arrangements for the funeral. All the members of the Massachusetts delegation were present at the meeting except Senator Boutwell, who is indisposed. The feeble health of the Senator will prevent him from announcing the death of his colleague to the Senate, and that sad duty will be assigned to Senator Anthony.

An Appeal to Colored People.

At a meeting of the Executive Committee of the National Civil Rights Council, George T. Downing, chairman, this evening, it was resolved to recommend to the colored people in every city and town in the country to drape their houses and churches in mourning, that they offer memorial services in their churches next Sunday, and otherwise manifest their grief in every fitting manner at their loss by the death of Charles Sumner, who was pre eminently their friend, and that the respective State Councils take immediate steps towards having a monument erected to his memory.

Another meeting of colored citizens was also held this evening, at which a committee of twenty-five was appointed to make all necessary arrangements to attend the funeral of the late Senator and pay a fitting tribute to his memory.

Meeting of Colored People in Boston.

BOSTON, March 11.—The colored people held a meeting this evening to consider what action is necessary to take in view of the death of their great benefactor, Charles Sumner. It was voted to hold a public meeting on Friday evening next, for the purpose of making arrangements for taking part in the forthcoming obsequies.

At hotels and clubs, and in the lobbies of theatres, the conversation turned upon the saddening intelligence of the day. Political friends and foes alike sincerely deplored the Senator's death and extolled his virtues. His death was pronounced a national calamity, even by those who had been his most bitter opponents.

The Massachusetts Legislature Adjourned.

BOSTON, March 11.—Both branches of the Massachusetts Legislature adjourned on receiving the announcement of Senator Sumner's death. The flags on the State House and city buildings are displayed at half mast. An informal conference was had by the Mayor and a number of Aldermen this afternoon relative to the course to be pursued by the city. It was thought it would be meet and proper to deposit the remains in Faneuil Hall, there to lie in state at least two days. Arrangements were made to call the two branches of the City Government together to-morrow, and that resolutions deploring the loss of the great statesman be framed. The life, character and public services of Senator Sumner form the subject of editorials in all the newspapers, and a deep feeling of sadness pervades the entire community.

Honors to the Remains in New York.

NEW YORK, March 11.—A large number of leading men of this city met at the Fifth Avenue hotel to-night, and expressed a desire that the remains of Charles Sumner receive funeral honors here, on the way to New England.

Comments of the Louisville "Courier-Journal."

LOUISVILLE, March 11.—The *Courier Journal* to-morrow will contain a long and feeling double leaded notice of the death of Senator Sumner. Among other things, it says: Fifteen years ago the news that Charles Sumner was dead would have been received with something like rejoicing by the people of the South. Ten years ago they would have hailed it as a message from Heaven, telling them that an enemy was removed from the face of the earth. To-day they will read it regretfully, and their comment will be, "He was a great man. He was an honest man. As he forgave us, so have we long ago forgiven him."

PRAYER CRUSADE.

Saloons Visited in Columbus.

COLUMBUS, O., March 11.—The temperance crusaders to day visited saloons in the northern part of the city, many of them kept by Irish. At most of them they were well received, but no converts are reported. At one saloon, kept by a German, who had threatened to turn hose on the ladies should they visit him, they were warned away. They prayed near his place, and the saloon keeper forgot his threats and came out and thanked them.

The Raid Continued in Dayton.

DAYTON, O., March 12.—The aggressive operations on the saloons were continued to-day with the usual vigor, but without impression. The women moved from the headquarters in four columns, marched up Jefferson and Main streets, and deployed in front of establishments heretofore assailed. The scenes generally were less animating and exciting than yesterday, the rabble seeming indisposed generally to renew their ribaldry.

Plan of Attack.

The women form for action near the curbstone, and are speedily encompassed by a crowd, who watch with varying manifestations and emotions. The line file into the bars to quench real or affected thirst, and the clink of foaming glasses chime in with the soft, pathetic notes of worshipful women, but the plaintive voice of prayer, when the women on bended knees supplicate the mercy of God, produces an instant and indescribable hush even in the bar rooms, and as the eloquent pleadings ascend, the influence quickly strikes the nearest rank of spectators, permeates and pervades to the outermost rim of the ragged semi-circle formed about them. There are moments when the women weep and pray. Then their influence is thrillingly oppressive, and men even who do not approve of saloon devotions are unconsciously but irresistibly affected. Excepting among the depraved, there is not the remotest suggestion of levity in the scene. It is touchingly solemn.

A dozen or more saloons were visited to-day without the least apparent effect, and with one exception without insult. The resolute crusaders will not desist from the labor they have undertaken.

A Depraved Woman.

One coarse woman sat at the window of her saloon, drinking beer, while prayer and praise were progressing, making vulgar remarks, occasionally throwing the rinsings of her glass at the earnest devotees, or flinging fragments of pretzels at them spitefully.

At the close of the day's labor the praying bands return to the church and report, publicly receive orders to renew the assault next morning, join in a parting prayer, and then repair to their several homes. While the saloonists seemed to relax to-day somewhat from yesterday's severity, they are none the less bitter. It is like hoping against hope to imagine that any considerable number will yield to the inexorable demands made upon them, though some will presently reduce their business to a strictly legal basis. One saloonist, who closed up his spirituous traffic, has an empty whisky bottle reversed, and draped with black crape, hanging conspicuously over the bar, with the inscription

"Nix cum Arouse"

in large letters above it. The "femaelstrom" is about to strike Miamisburg, eleven miles south of Dayton, and the Brookville women, a few miles west, are putting on the war paint.

The War Commenced in Cincinnati.

CINCINNATI, March 11.—The Woman's Temperance League to-day subdivided the city into eight districts for work. These will be subdivided. A couple of visitations were made today on Third and Fourth streets. They were well received. The work of visitation commences to-morrow more extensively. It will be done by small committees in an unobtrusive way, and as privately as possible, and discreetly selecting the safest places for the first visitations. Mass meetings will be held twice weekly.

Mass Meeting in Jackson, Michigan.

JACKSON, MICH., March 11.—The temperance revival which has been in progress here two weeks culminated this afternoon in a large mass meeting at the Opera House, which was filled to its utmost capacity with ladies. The meeting was rather conservative in its views. The feeling is largely in favor of ignoring prohibition and similar hobbies which experience has shown to be failures, and bring to bear a persistent, united public effort of a moral character, seek to dissuade and elevate by personal solicitation both sellers and patrons, build up a substantial sentiment against the evil, which through relaxation has grown to alarming proportions. There is no doubt that if the movement is carried on in this spirit it will have much weight and bear goodly fruits. The meeting was evidently not in favor of praying in the saloons or on the streets. Probably nothing of that kind will be inaugurated.

A Fight in Earnest in Jeffersonville, Ind.

JEFFERSONVILLE, March 11.—After Mrs. Hunt, "the Quaker lady," had finished her street lecture on temperance to-day, the crusaders started on their usual daily saloon visits. They had held services in front of several, and arrived at John Sittler's, on Spring street, at four o'clock. Here they met Mrs. Sittler at the door, who attacked Mrs. Jackson, one of the leading crusaders, throwing her down. The police interfered, and quieted the disturbance. After several prayers and songs, John Sittler became very boisterous, drew his coat off and proposed to fight the entire crowd. The efforts of his friends quieted him. While drinks were being sold and rattling glasses and oaths were heard across the street the services were continued.

The crowd increased so that the street was literally packed. The friends of the saloonists seemed ready for any emergency, and fears have been expressed by a number of good citizens that it may yet lead to bloodshed, Mrs. Sittler being so enraged that she told the crusaders it would look better for them to be at home, where they belonged, provide and look after their families as well as she did, instead of trying to raise a riot at other people's houses. The services were continued at the saloon until six P. M., and the crowd was not dispersed until several buckets of water were thrown out of second story windows.

The Fight in Lafayette, Ind.

LAFAYETTE, IND. March 11.—Judge Vinton, in the Circuit Court to-day, refused to grant a mandamus against the Commissioners in the liquor license cases, saying the decision of the latter was final in such matters. The fight on the liquor cases still continues, one application being rejected to-day, and the examination of parties is now going on in another. The ladies hold prayer meetings every morning and afternoon, which are largely attended and much interest is manifested.

NEW YORK.

NEW YORK, March 11, 1874.

The Beecher-Tilton Scandal.

The committees of Rev. Drs. Storrs' and Budington's churches have made a public statement, which is to be forwarded to the churches invited to take part in the council that is to consider the alleged irregularities in Beecher's church. The document tells how Tilton's name was dropped from the roll and about the protest entered, and says an action like this apparently made void the covenant of the church, since those therein, who had solemnly promised to submit to necessary discipline and avoid all causes of scandal and offence, while the Providence of God should continue them in the church, were practically declared at liberty at any time to annul these obligatations by the action of their individual mind, though still enrolled as responsible church members. Questions challenging the attention of the council are not as to the Christian character or the purity of the life of the pastor of Plymouth Church, nor as to the truth or falsehood of the charges made against a member of that church, affirming his circulation of injurious scandal against the pastor. But the questions are, was the action of Plymouth Church in the Tilton case right, according to order and usage, and is its position of entire independence toward all churches exterior to itself, rightly to be maintained, while its public congregational relations continue.

WEATHER REPORT.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, D. C., 1 A. M., March 12, 1874.

Probabilities for To-day.

For New England, partly cloudy weather and fresh to very brisk north and west winds will prevail, with the temperature below freezing.

For the Middle States and lower lake region, fresh and brisk north to west winds, low temperature and general clear weather.

For the Southern States east of the Mississippi, very generally clear weather and light to fresh winds, mostly northerly on the coast.

For the upper lake regions and south over the Ohio Valley, generally clear weather and fresh to brisk northerly winds.

For Missouri and Iowa, clear weather and easterly to northerly winds.

The Ohio and Cumberland rivers will fall.

THE CAPITAL.

The Late Senator Sumner.

Mrs. Gaines' Testimony Contradicted.

Special Dispatch to the Pittsburgh Gazette.
WASHINGTON, March 11, 1874.

Death of Senator Sumner.

Senator Sumner died at ten minutes before three o'clock this afternoon, after a continuous service in the Senate of twenty-three years and one week. He was in his seat yesterday, in conversation with Senators, and one of his last acts was to suggest the publication of Senator Robertson's recent letter favoring the Civil Rights bill in the city papers here. Mr. Sumner was very anxious to have the letter published, coming as it did from a South Carolina Senator.

Mrs. Gaines' Testimony Contradicted.

Judge Durell and Mrs. Norton have forwarded through counsel to the House Judiciary Committee sworn statements contradicting Mrs. Gaines' testimony in the Durell impeachment case. The testimony of Hon. Caleb Cushing in the same case also contradicts that of Mrs. Gaines.

OUR WASHINGTON LETTER.

Correspondence of the Pittsburgh Gazette.
WASHINGTON, March 10, 1874.

The Saturday Debates.

Many journalists seem to have wrong views of Saturday's debates in the House, and undervalue them. No good excuse, certainly, can be given for the Senate taking a holiday every Saturday, when so much time is required by Senators to argue Louisiana, Cincinnati, and other questions, and it may look as though legislation is running out, when the House adjourned on the 6th to debate only on Saturday, the 7th, the bill to repeal the tax on matches, and the Senate adjourned as usual on Saturday. Yet, as shown by the recent able speeches of Mr. Dawes and others on this small looking subject, it is really a very important one, and involving a dismission of all the reforms required in the revenue system. Besides, they who read them will find that many of the speeches made on Saturdays are of the very ablest character, speeches that would be well adapted to the best of magazines, and are an honor to the pages of the Congressional Record. Many of them are delivered, too, by members whose modesty would never enable them to obtain the floor on other days.

Distribution of the Geneva Award.

The subject of distributing the Geneva award still hangs fire in the House Judiciary Committee. Gen. Butler has called the matter up once for general discussion, which was very brief. Several ship owners have been heard and several of the great lawyers in the country have been heard in behalf of the claims set up by the insurance companies. These $15,000,000 awarded the United States at Geneva are fast assuming the shape of an elephant on the hands of the Government. As there are powerful interests at work to secure the lion's share of this much coveted prize, it is going to be a difficult question for Congress to handle, as the manner of distributing this money will be not an easy step to agree upon. There are so many conflicting interests among all those having the least shadow of a claim for a part of the money. It is not unlikely that the committee will agree upon Judge Poland's bill. If so, the United States goes into the court as an interpleader, and the claimants can prove their rights to the money before the court.

Citizenship of the Indians.

Representative Shanks, of Indiana, has his bill declaring Indians to be citizens of the United States nearly ready for presentation to the House. It is not certain that the Committee on Indian Affairs, of which General Shanks is a member, is in entire accord with him on this question, but in the event of the reference of this bill to that committee it has sufficient friends then to prevent it from slumbering, and it will, therefore, come back to the House at an early day. The bill in the House will give rise to an important debate, drawing out the opinions of Congress and the peace policy advocates as well as the Indian agents under the Interior Department, as to the proper manner of treating Indians. In the Senate, the debate on this question will not be unimportant, as there is considerable interest manifested to know if that body's opinions have undergone any change since it decided against Indian citizenship upon a report made by Senator Carpenter.

Duty on Material for Repairs to Vessels.

The Secretary of the Treasury has decided that repairs, or the materials entering therein, made in a foreign port, on a registered vessel of the United States engaged in the foreign or coasting trade by sea, are not liable to the payment of duty in accordance with the regulations of the Department, which prescribes that no portion of the equipment of a vessel arriving in the United States is liable to duty unless the same may be excessive or intended for sale or for use other than the vessel of which it forms a part.

The Moiety System.

As the Senate Financial Committee will next take up the subject of the moiety system, it i the intention to have the gentleman representing the mercantile interests of New York and Boston, now before the Ways and Means Committee, go before the Senate Committee and state their views, in order to prevent any necessity of returning to this city when the subject comes before the Senate.

DIAMOND.

THE RIVERS.

CINCINNATI, March 11.—River 30 feet 6 inches, and falling. Arrived—R. W. Skillinger, Pittsburgh; James D. Parker, Memphis; Thomas Sherlock, New Orleans. Departed—Charmer, Evansville.

LOUISVILLE, March 11.—River risen 2 inches in the last 24 hours, but was stationary at 6 P. M., with 11 feet 8 inches in canal and 9 feet 2 inches in Indian Chute. Weather clear and cold. Arrived—Pat Rogers, Cincinnati; Paragon, Cincinnati; Anna, Tennessee river; Arlington, Memphis; Jno. Dippold and Sam Clark with barges, Pittsburgh. Departed—Anna, Cincinnati; Paragon, New Orleans; Arlington, Cincinnati; Rogers, Memphis; Dippold and Clark with empty barges, Pittsburgh. The Jno Garrett, due this evening, had not arrived at 5 P. M. The Grand Lake No. 2 came in late Tuesday night.

MEMPHIS, March 11.—Captain Lee, of the steamer Pull. Allen, says the overflow is not so bad as reported between here and Helena, and thinks the damage will be comparatively light. No further news has been received from the crevasse at Sunflower. News from that quarter is anxiously expected. The river is stationary. Clear and cool. Arrived—Ben. Franklin, Cincinnati. Departed—Crescent City and Scudder, New Orleans; Joe Kinney, Red river; Clarksville, Arkansas river; Fred. Wilson, Pittsburgh; Tempest, Cairo.

ST. LOUIS, March 11.—Arrived—Fannie Lewis, Red river; Mountain Belle, lower Mississippi; Illinois, Peoria; Colossal, Quincy. Departed—Grand Tower, Memphis; Petrel, Illinois river; Pauline Carroll and Lake Superior, Keokuk. River rising slowly. Clear and pleasant. Capt. L. W. Durnio, a prominent steamboatman some years ago, died here to-day.

EVANSVILLE, March 11.—Clear and cool; mercury 30 to 44. River fallen 14 inches; 31 feet by the gauge. Down—Bermuda, 9 P. M.; Arkansas Belle and Red Cloud, 4 P. M.; Grey Eagle, 5:30; Mary Ament, to Cannelton. Up—Coal Hill and barges, 7 A. M.; Fayette and Roberts, 9 A. M.; Idlewild, 9 P. M. Business fair.

CAIRO, March 11.—Arrived—Thomas Means, Pomeroy, noon; City of Helena, St. Louis, 1 P. M.; Gov. Allen, Ohio river, 5. Departed—Jas. Gilmore and Thomas Means, St. Louis, 1 P. M.; City of Helena, Vicksburg, 3; Longworth, New Orleans, 6. River risen 2 inches. Clear and cool.

VICKSBURG, March 11.—Up—Yaeger. Down—Fannie Tatum. Cloudy and cool. River rising; forty feet ten inches above low water mark of 1871.

NEW ORLEANS, March 11.—Arrived—John Kilgour, Cincinnati. Departed—Chas. Bodman, Cincinnati; Bee and barges and John Kyle, St. Louis. Cloudy and cool.

NASHVILLE, March 11.—15 feet 8 inches large on shoals. Weather clear and cold. Arrived—Laura Davis, Cincinnati; Cooke, Paducah; Shipper's Own, Upper Cumberland.

Marine News.

MOVILLE, March 11.—The steamships India and Victoria, from New York, and Prussia, from Portland, have arrived.

SOUTHAMPTON, March 11.—The steamship Weser, from New York, has arrived.

PHILADELPHIA, March 11.—The steamship Ohio, from Liverpool, has arrived.

NEW YORK, March 11.—The steamships Frisia, from Hamburg, Calabria, from Liverpool, Pereire, from Brest, and California, from Glasgow, have arrived.

For Latest Telegraphic Dispatches See Fourth Page.

ELECTIONS.

EWALT STREET BRIDGE CO.—The Annual Election for Managers and Treasurer of this Company will be held at No. 349 Liberty street, second floor, on March 21, 1874, at 2 o'clock, P. M.
P. W. SIEBERT, Secretary.
PITTSBURGH, February 28, 1874. mh3:y65-TTH

PARK SAVINGS BANK, Allegheny, March, 3, 1874.
AN ELECTION FOR NINE DIRECTORS to serve for the ensuing year will be held at the Banking House, No. 192 Federal street, MONDAY, March 16, 1874, between the hours of 4 and 7 P. M.
mh9:x81-MTH A. N. BURCHFIELD, Cash.

SPECIAL NOTICES.

PITTSBURGH & CASTLE SHANNON R. R. CO., GENERAL OFFICE, NO. 75 FOURTH AVE., PITTSBURGH, Feb. 27, 1874.
AT A MEETING OF THE BOARD of Directors held this day, it was, on motion *Resolved*, That an assessment of Five (5) Dollars per share on the Capital Stock be called, payable as follows:
$2.00 per share, payable on or before March 21st, 1874.
$1.00 per share, payable on or before May 1st, 1874.
$1.00 per share, payable on or before June 1st, 1874.
$1.00 per share, payable on or before July 1st, 1874.
Certificates representing a paid up value of Thirty (30) Dollars per share will be issued upon payment of the above call, and return of former certificates and receipts. By order of the Board,
JOSIAH REAMER, Secretary and Treasurer.
mh10:y95-TTHS

OFFICE OF THE INSPECTOR OF GAS AND GAS METERS FOR ALLEGHENY COUNTY.
DESIRING THAT THE PUBLIC should more generally avail themselves of the advantages of this office, I would give notice to persons desiring to have their meters tested to leave their orders at the office of their respective Gas Companies, or at my office, corner of Twenty-third and Smallman streets, and they shall receive prompt attention.
R. H. SMITH, Inspector.

ADVERTISEMENTS on this page under the several heads of "WANTED," "FOR SALE," "TO LET," &c., will be inserted at transient rates only, TEN CENTS PER LINE for each insertion. No advertisement inserted for less than FIFTY CENTS.

WANTS.

WANTED.—PUPILS TO LEARN EMBROIDERING, Stitching and all kinds of Worsted work. Apply at 124 Ohio street, Allegheny City. mar11:y97

WANTED—A SITUATION AS SALESman in a Wholesale Commission House by a gentleman who has had experience in the business. Can command considerable trade and give the best of city references. Address "J. M. D.," 52 South Diamond, Allegheny City. mh6:y89

LOST.

LOST. March 10th, on Smithfield street, a PROMISSORY NOTE drawn by JAS. T. WRAY in favor of MILLS & CO. for $500. All persons are warned not to negotiate said note, as payment is stopped.
MILLS & CO.
PITTSBURGH, March 11, 1874. mh11:z1

LOST—CHAIN BRACELET—ON SABBATH EVENING, between Second Bank, Allegheny, and First Methodist Church, Fifth avenue, via Federal, Sixth, Market streets and Fifth avenue, a GOLD CHAIN BRACELET, with slide. A suitable reward will be paid to the finder by leaving it at this office, or at W. & D. RINEHART'S store, corner Short and Water streets, Pittsburgh. mh10:y92

LEASE.

FOR LEASE—THE NOVELTY WORKS Property, corner First avenue and Grant street. For length of lease and terms, inquire of
A. D. SMITH.
ja30:x43 No. 17 Park street, Allegheny City.

TO LET.

TO LET.—TWO LARGE, WELL FINISHED FRONT ROOMS on second floor, communicating with each other by folding doors. Inquire at No. 20 Pike street. mh12z14

TO LET.—TWO NEW BRICK HOUSES, Eight Rooms each, with large enclosures, Apples, Grapes, &c., accessible to two Railroads and twenty-two trains daily. Excellent Public and Private Schools close by. Churches, &c. Rent moderate to a good tenant. Enquire of C. C. FAWCETT, of Fawcett & Cooper, No. 31 Diamond alley; of Dr. A. PER LEE PEASE, No. 100 Fifth avenue, or of JOHN ROBINSON on the premises, Braddocks. mar12:z8

TO LET—HALL, 75 FEET BY 30, fourth story of 51 Fifth avenue. Excellent light front and rear. Enquire of
mh10:y94 H. McCALLUM.

TO LET—ROOM—SECOND STORY front, No. 1 Sixth street, next to Suspension Bridge. This Room is one of the most desirable rooms on the thoroughfare. Apply at Employment Office in same building, for particulars. fe11-x36

TO LEASE—A FINE SUBURBAN property at Hazlewood—beautiful location on Sylvan avenue extension and on third bank above the river—fine dwelling and large plot of ground, natural trees, etc.—to a good tenant for a fair rent. The same property would be exchanged for smaller one (brick) in the city proper, in part. Inquire of
AUSTIN & HAYMAKER,
mh7:y89 116 Fifth avenue.

FOR SALE.

FOR SALE.—A RELIABLE HORSE, good Harness and Spring Wagon. Will be sold at a bargain, as the owner has no further use for them. Apply at 107 and 109 First avenue, opposite Novelty Works. mal2-27

FOR SALE.—7 HEAD OF GOOD OHIO HORSES. One nice Driving Horse. One fine Mare for family barouche. For sale at No. 219 Liberty street. mal2-z12

FOR SALE.—A STORE DOING A GOOD Business, and situated in a good location. Satisfactory reasons given for selling. Apply at 32 Chestnut street, Allegheny City. mar11:y96

A RARE OPPORTUNITY FOR INVESTMENT—FOR SALE OR TO LET—That fine business property, situate No. 37 Pittsburgh Diamond. Inquire of JAMES GODFREY, Real Estate Agent, No. 52 North Diamond street, Allegheny. mh6-y72

FOR SALE.
WOOD WORKING MACHINERY
And MECHANICAL SUPPLIES of all kinds.
Send for circular and prices.
M. B. COCHRAN & CO.,
121 Liberty street.

FOR SALE.—JOHN M. COOPER'S STEAM PUMPS. For all purposes for which Steam Pumps can be used. These are superior to any used. BOILER FEED PUMPS guaranteed to pump water heated to 212 degrees. Heaters furnished when ordered. JOHN M. COOPER, 882 Penn street.

FOR SALE, OR TO LET,
IN SUNNY SIDE ESTATE,
TENTH WARD, ALLEGHENY,
Good Frame Dwelling of 10 Rooms.
Bath Room, Pantries, Finished Attic, Large Dry Cellar, Splendid Double Hall, Neat Porch, on a fine elevation in front. Entire house finished in a superior style, with gas and water inside.
Situation of property is one of rare and unequalled beauty, and with only a few rods of Superior Station and Western avenue Passenger Car Station.
Will be sold or rented low, and possession given immediately.
For terms, &c., apply to
JAMES W. DRAPE & CO.,
Auctioneers,
mh9 47½ Federal street, Allegheny.

NEW ADVERTISEMENTS.

IN THE MATTER OF THE OPENING OF Union street, City of Pittsburgh, No. 2, December T., 1873, March 4, 1874. Report of Viewers approved and confirmed by the Court. From the Record. WM. H. McCLEARY,
mr12-30y Clerk.

ASSIGNEE SALE.—TUESDAY EVENING, March 24th, at 7½ o'clock, by order of P. H. Miller, Assignee of Harper, Gutman & Co., Bankrupts, will be sold on second floor of McIlwaine's Auction Rooms, 126 Smithfield street, the Books and Book Accounts of said Bankrupts. Also, 2 Cotton Gins and Condenser, now on storage in New Orleans.
mal2-213 A. McILWAINE, Auct'r.

TO BUILDERS.—PROPOSALS WILL be received up until THURSDAY, March 26, 1874, at 4 o'clock, P. M., for altering the building known as the Co-operative Store, in the Thirteenth ward, Pittsburgh, for Station House purposes. Plans and specifications can be seen at the office of T. D. Evans, Architect, Fifth avenue, below Wood street. The Committee reserve the right to reject any and all proposals. Proposals must be endorsed "Proposals for Thirtieth Ward Station House," and addressed to
mh12 E. S. MORROW, City Clerk.

OFFICE OF CONTROLLER, CITY OF ALLEGHENY, PA., March 12, 1874.
SUPPLIES FOR
ALLEGHENY WATER WORKS
SEALED PROPOSALS will be received at this office until MONDAY, March 23, 1874, for supplying the Allegheny Water Works during the current year with the following supplies, viz:
Pipes, Branches and Sleeves of different calibres.
Stop Cocks and Fire Plugs.
Stop Cock, Fire Plug and Washout Boxes.
Ferrules, Miscellaneous Castings, &c.
The best quality of Nut Coal.
All of which to be delivered at such times and places as the Superintendent of Water Works may from time to time direct.
Blanks and Specifications can be had at the office of the Superintendent of Water Works.
All pipe to be weighed on City Scales.
The right is reserved by the Water Committee to reject any or all bids. JAMES BROWN,
mh12:z5 Controller.

BY JAMES W. DRAPE & CO.
Allegheny Property
Near Suspension Bridge.
AT AUCTION,
ON MONDAY, MARCH 16th,
At 2 o'clock, will be sold that
Desirable Brick Dwelling and Lot,
NO. 97 ROBINSON STREET,
Near Federal street, containing 6 rooms, finished attic and good hall.
The convenient location of this property and the pleasant neighborhood renders the opportunity a good one to any one wishing to purchase a residence of moderate value. Possession given on April 1.
TERMS LIBERAL.
JAS. W. DRAPE & CO.,
AUCTIONEERS,
mh12:z10 47½ Federal street, Allegheny.

Notice to Contractors.

ENDORSED PROPOSALS

For the Paving of the Side Walks of STANTON AVENUE, from Butler street to Hiland avenue, will be received at the office of the Allegheny Cemetery, until TUESDAY, March 24th, at 2 o'clock P. M. Each bidder will state the kind of pavement proposed to be used by him, with a full and accurate description of the same.
The Commissioners reserve the right to accept or reject any or all proposals should they deem it for the best interest of the city.
JOHN CHISLETT,
W. J. RADCLIFFE,
HENRY WILLIAMS,
FRANK BISSELL,
R. H. NEGLEY,
Commissioners.
JNO. PERRING, Secretary. mh12:z8

VALUABLE
TWO-STORY WAREHOUSE,
95 East Ohio Street,
Near the Diamond,
ALLEGHENY,
AT AUCTION.
On Thursday, March 19, on the premises,
AT 3 O'CLOCK.
Warehouse is a massive and commodious brick building, with substantial iron front first story, and supplied with good hoisting apparatus and superior stationary weigh scales. Width of building is 24 feet by 64 feet deep. Very high ceilings. Dry cellar under whole house. Has been successfully used as a feed store by Messrs. M. Steele & Son for several years, and it is well adapted for that or any other branch of business.
The eligible and advantageous location of this first-class property is too well known to require any comment. Street cars pass the door. Market house, post-office, &c. quite contiguous.
Capitalists and those seeking a good business site should make a note of this important sale.
For terms, &c., apply on the premises, or to
JAS. W. DRAPE & CO., Auc'rs,
mh12 47½ Federal street, Allegheny.

DRIED PEACHES—10 BBLS. CHOICE HALVES in store, for sale by
R. DICKEY & CO., 80 Water street.

SHELL CORN—300 BAGS PRIME SHELL CORN in store, for sale by
R. DICKEY & CO., 80 Water street.

PEARL ASH—8 CASKS, FOR SALE BY
R. DICKEY & CO., 80 Water street.

PEANUTS—1,000 BAGS RED AND White in store, for sale by
R. DICKEY & CO., 80 Water street.

NEW ADVERTISEMENTS.

SPRING GOODS.
Elegant New Stock
OPEN THIS WEEK.

Black Silks,	Fancy Silks,
Black Alpacas,	Lace Curtains,
Black Mohairs,	English Chintzes,
Mourning Goods,	Percales.

STRIPED SILKS
At $1, very Cheap.

At the present we are offering extra inducements in
BLACK SILKS
At prices which cannot fail to give satisfaction.
MOORHOUSE & CARSTEN,
Cor. 4th Avenue & Market St.

128.
B. & B.
NEW
SPRING GOODS
AT
Attractive Prices.
ONE CASE
27 Inch BALEMO POPLINS,
AT 25 CENTS.
6-4 American Poplins,
AT 37½ CENTS.
Choice New Shades—usual value 50c.
A LARGE LOT
27 Inch, All Wool French Cashmeres,
AT 75 CENTS—bought at a sacrifice—well worth $1 per yard, and all choice seasonable shades.
NEW SUMMER SILKS
In great variety—just opened.
New Japanese Silks,
New Mohair Dress Goods
In the new Grey effects.
26 inch Sylvanius Cloths,
Silk Warp—in Grey and Brown,
Elegant Goods.
BOGGS & BUHL
128 Federal St.
ALLEGHENY CITY, PA.

231 LIBERTY ST.
Jesse H. Lippincott
Is meeting the views of
CASH BUYERS
BY SELLING
Canned Goods,
Pickles,
Mustards,
And a Complete Line of Imported and Domestic Fancy Groceries at extremely
LOW PRICES.
See Samples and get Quotations from us before you purchase.
fe26-TTHS

OPENING MARCH 6th.
T. P. BEDILION & CO.,
Formerly with J. R. Reed & Co.,
WILL OPEN AT
75 Smithfield Street,
ON FRIDAY, MARCH 6th, with a stock of
Jewelry, Watches,
BRONZE AND
Fine Clocks, &c.,
Of the LATEST DESIGNS.
Stock new and complete and bought at the lowest figure. Everything will be offered very low.
Repairing of Fine Watches a specialty.

INTERESTING
To Manufacturers!
LA SALLE AND PERU, ILL.
Midway between the Iron Regions of Lake Superior and Missouri, at the center of the Great La Salle Coal Basin, with an abundance of Lime Rock, Fire Clay and Glass Sand; the best of facilities for transportation by both rail and water; surrounded by a rich Agricultural Region, possessing a population of 18,000.
For circular of particulars address
JAMES W. DUNCAN,
Secretary Peru and La Salle Improvement Association.
mh3:y67-TTHS LA SALLE, ILL.

OFFICE OF THE BOARD OF REVISION,
THIRD FLOOR, MUNICIPAL HALL,
PITTSBURGH, MARCH 9, 1874.
THE COMMITTEE ON APPEALS WILL sit on the following named days to hear Appeals from the Assessments of the BOARD OF REVISION. All Appeals must be probated and filed with the City Assessor prior to the day appointed for the Wards in which property is situated:
March 16th—First ward.
March 17th—Second ward.
March 18th—Third ward.
March 19th—Fourth ward.
March 20th—Fifth ward.
March 21st—Sixth ward.
March 23d—Seventh ward.
March 24th—Ninth ward.
March 25th—Tenth ward.
March 26th—Fifteenth ward.
March 27th—Eighteenth ward.
March 28th—Twenty-fourth ward.
March 30th—Twenty-fifth ward.
March 31st—Twenty-sixth ward.
April 1st—Twenty-eighth ward.
By order of Committee on Appeals.
mh10 THOS. H. PHELPS, Secretary.

MEETINGS.

A MASS MEETING
OF THE
FRIENDS OF TEMPERANCE
Will be held under the auspices of the
TEMPERANCE ALLIANCE,
IN THE
Second U. P. Church,
Stockton avenue, Allegheny, (Rev. W. H. McMILLIN, Pastor,)
Thursday Evening, 12th Inst.,
At 7½ o'clock, to protest against the passage of the iniquitous Liquor Bill now before our Legislature.

Use Dr. Keyser's Lung Cure,
167 LIBERTY STREET.

WHOLESALE HOUSE.
HORNE & CO.,
MARKET STREET.
Large addition to stock arriving daily in
Hosiery, Gloves, Merino Underwear, Embroideries, Laces White Goods.
A large line of our own importation
BLACK DRESS SILKS.
DRY GOODS! DRESS GOODS!
Notions and Small Ware, complete in all Departments. Millinery and Straw Goods, all the latest shapes and styles, Ribbons, Flowers, Buds, Roses, Crape, Netts, Turquoise, Mignons, Frames, &c., &c., at lowest prices. WHOLESALE ONLY.

BOOTS AND SHOES
AT
GILL & BRO.'S
LARGE WHOLESALE HOUSE,
No. 253 LIBERTY STREET.
One of the LARGEST SPRING STOCKS Ever Brought to the Market.
A FULL LINE
Women's, Men's, Brogans,
Misses', Boys', Balmorals,
Children's, Youths' Gaiters.
SPECIAL ATTENTION CALLED TO OUR
CITY MADE GOODS.
MINERS' AND MILL HANDS' SHOES.
Cash and Short Time Buyers will consult their own interests by calling and examining.
N. B.—Eastern Bills Duplicated. Orders Filled with Care and Attention.

CARD.
From this date until March 16th, when I remove to
NO. 29 FIFTH AVENUE,
I will sell at GREATLY REDUCED RATES,
Crosse and Blackwell's English Pickles, Catsups, California Canned Goods, Sauces, French Mustard, Coleman's English Mustard, Coxe's Gelatine, Huckin's celebrated Parker House Soups, &c., &c. Choice Confectionery. Fruits and Nuts, Peak, Frean & Co.'s Assorted English Biscuit Pearce's Philadelphia Crackers, Maillard's Chocolate, &c.,&c
KINDER BLAIR,
62 Fifth Ave., Pittsburgh; 68 Federal St., Allegheny.

SPRING TRADE IN CARPETS.
The Newest Styles in Store and Arriving Daily.
INGRAINS, BRUSSELS,
MOQUETTES, &c., &c.
The largest variety of patterns and richest colorings I have offered.
HENRY McCALLUM,
NO. 51 FIFTH AVENUE.

CO-PARTNERSHIP NOTICE.
Mr. THOMPSON McCLINTOCK has been admitted a member of our firm, to date from January 1st, 1874.
Pittsburgh, February 19, 1874. O. McCLINTOCK & CO.
OLIVER McCLINTOCK & CO.,
23 Fifth Avenue,
ARE NOW SHOWING SPRING GOODS
The Newest Styles in Moquettes, Axminsters, Wiltons, Velvets, Brussels., and Low Grade
CARPETS,
Daily arriving from the Factories.
We Make the Lowest Prices.

GET THE BEST! ALWAYS RELIABLE!
Wholesale Depot for the Celebrated
PENN MILL CARPET CHAIN,
MANUFACTURED BY KENNEDY, CHILDS & CO.,
Orders Filled Promptly, All Color in Stock, Mill Prices Guaranteed.
Full Lines BATTING, COTTON YARNS, CANDLE WICK and TWINE. Send all Orders Direct to
Arbuthnot, Shannon & Co.,
WHOLESALE DRY GOODS,
239 and 241 Liberty Street, Pittsburgh.

FRANKLIN SAVINGS BANK,
ALLEGHENY CITY,
WILL REMOVE TO THEIR
NEW BANKING HOUSE,
No. 171 FEDERAL STREET,
ON OR ABOUT THE 23d INST.

PITTSBURGH FEMALE COLLEGE,
AND
Pittsburgh Conservatory of Music.
Rev. I. C. PERSHING, D. D., President.
EIGHT DEPARTMENTS!
ELEGANT BUILDINGS!
WELL SELECTED COURSE OF STUDY!
THOROUGH TEACHING!
TWENTY-FIVE TEACHERS
Instruction in everything pertaining to the theory and practice of Music by TWELVE ACCOMPLISHED MASTERS. A grand Organ worth six thousand dollars, the finest in any College or Conservatory in the United States, manufactured by Hook & Hastings, of Boston, will be ready for use at the opening of the Spring Term, March 26. For full information apply to the President, Rev. I. C. PERSHING, D. D., Pittsburgh, Pa., for a Catalogue.
BISHOP M. SIMPSON, Pres. Trustees.

FIRE AND LIFE
INSURANCE.
Assets $45,000,000
Ætna, Hartford.
Orient, Hartford.
Standard, New York.
Ætna, New York.
Penn, Philadelphia.
Connecticut Mutual Life.
POLICIES ISSUED
AND
Losses Adjusted and Paid, by
S. S. CARRIER,
General Agent,
No. 59 Fourth Ave., Pittsburgh.

THE LONDON
ASSURANCE CORPORATION.
ESTABLISHED BY ROYAL CHARTER 1720
Total Funds,
(GOLD),
$13,234,425.
Fire Assets,
(GOLD),
$5,064,000.
Geo. W. Dean, Agent,
37 Fifth Avenue, Pittsburgh.

J. H. JOHNSTON,
Great Western Gun Works,
179 SMITHFIELD STREET.
Muzzle and Breech-loading RIFLES, SHOT GUNS, REVOLVERS, AMMUNITION, GUN MATERIALS, FISHING TACKLE, &c.
Guns, Revolvers and Pistols Repaired.
Send for a Price List.
Will Remove April 1st to 285 Liberty Street.

Wm. B. Hays & Son,
PORK PACKERS,
Bacon, Mess Pork, Dried Beef,
Lard, Lard Oil, Carbon Oils
Curers of the Celebrated
Star Anchor Brand Extra Sugar Cured Hams
281 AND 283 LIBERTY STREET.

DAILY GAZETTE.

OFFICE: GAZETTE BUILDING,
Corner Sixth Avenue and Smithfield Street.

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KING, REED & CO., Editors and Proprietors.

OFFICIAL PAPER
Of Pittsburgh, Allegheny City and Allegheny County.

THURSDAY, MARCH 12, 1874.

GOLD closed in New York yesterday at 112.

IN our editorial yesterday on "The Remedy Needed," we should have said Allegheny *city*, instead of *county*, poorhouse.

THE New Hampshire election has resulted in the success of the Democrats by a plurality vote. A prohibition ticket was put up, and did just what those movements very generally do,—accomplished the defeat of the very party that would have given encouragement to the temperance cause. The Republican loss was almost exactly equal to the prohibition vote.

SEVERAL of our country exchanges, and especially the *Raftman's Journal* and *Times*, of Clearfield, make honorable and deserved mention of Hon. John Patton, of Clearfield county, as a candidate for Lieutenant Governor. General Patton represented the old Nineteenth District in 1861-2, in Congress. He changed the party majority, carrying the district by a majority of 1,600 over Colonel J. R. Kerr, Clearfield then for the first time, and the last, we believe, in its history, giving a Republican majority. The General was very sure of a renomination, which, however, he declined. He is at present President of the First National Bank at Curwinsville. He is a gentleman of popular manners, widely known and greatly esteemed. If nominated, he would strengthen the ticket, and if elected, would adorn the position.

THE Sanborn contracts received a ventilation in Congress a day or two since. Butler, who urged forward the discussion, affirmed that he had not been retained by Sanborn, but would like to be. The spirit of the discussion shows, quite palpably that the law, under which Sanborn acted will be repealed. The view taken seems to be that regularly salaried officers should collect the taxes due the Government; and if they do not, they should be dismissed and others appointed who will perform their duty. Once admit the principle of farming out the revenues at fifty per cent. for collecting and there is no end to the corruption that will follow. It is even better to lose, here and there an item of tax. Mr. Phelps, of New Jersey, affirmed that at least three fourths of the taxes collected by these contractors would certainly be collected by the regular officers of the Government. His own case is in point. So eager was Sanborn to get his $15,000 of tax, that before an estate he (Phelps) was in charge of had been settled, suit was threatened. These Sanborn contracts, while occasionally involving a bad case, are generally infamous,—much worse than the Jayne swindlings under the moiety system. The immediate tendency of such contracts is to corrupt regular officials. This, while not its worst, is a dangerous feature. The Government should insist on its officers performing, faithfully, their duty. This done, and there is no farther danger, as these can, generally, ascertain what taxes are legally collectable, and put in motion the machinery necessary to enforce payment.

THE PENNSYLVANIA RAILROAD.

We publish elsewhere the annual report of the Board of Directors of the Pennsylvania Railroad to its stockholders. We will be glad to have our readers look over it closely, as it contains much valuable and interesting matter. The Pennsylvania Railroad is probably the most skillfully conducted railroad in the country. There is a thorough grasp displayed, not merely of the general features of management, but of details as well. The philosophy, the science of railway management is thoroughly comprehended by those in charge of the Pennsylvania railroad. In many particulars it is differently managed from other roads. For example, its thousand locomotives, each of which represents a considerable amount of capital, are kept busy day and night, two and even three crews being provided for each. This reduces the number required for the work to be done, and saves capital. The best appliances are used, to save wear. A premium is paid engineers for saving coal and material. Tracks enough are provided to prevent delay of trains, it being thought that there is great loss in delay. This close watching of the smallest details runs through the entire system of management. Nothing is too small, considered as an item of saving, to receive the attention, even of the principal officers of the road. A conductor on the road once said to us that he was promoted for his care in saving scraps of iron, broken bolts, and the like. Thus a system of economy, of careful watching is made to permeate the entire officiary of the road. The report before us shows one of the remarkable results of this. In 1864, it cost the company very nearly two cents to carry a ton of freight a mile; now this is done for less than one cent. The cost of moving freight in 1864 was 118 per cent. more than now. This is partly attributable to an increase of business, but chiefly to the rigid economy exercised in the management.

Another noticeable feature in the management of this road is the thorough system employed. Every department of expense is looked after separately, and is so presented that it can, at any time, be critically examined. Thus if at any time, any one department is excessively costly, it is distinctly known, and the wrong remedied. There is no doubt, no confusion, no need of research. Another and very noticeable feature in the management of this road is its policy of not watering stock. On the contrary, it has applied a considerable amount of its current income to permanent improvements. Yet, while doing this, it has from the date of its commencement, passed but one dividend of 3 per cent. during the financial panic of 1857. The disbursements on construction account, out of the current income of the road, amount to $8,842,563.43. In other words, the property has appreciated this much in value,—aside from national increase. This is certainly a very agreeable showing.

Probably that which will be more apparent to the general reader than any other, is the record of business for the past year. The total revenues of the trunk line, from Philadelphia to Pittsburgh, for 1873, were $24,886,008.90. Total expense $15,440,305.16. Net profits, $9,445,703.74. In 1872 the gross receipts were $22,012,525.27, and the net saving for that year, were $8,247,852.18,—showing an increase nearly three millions in the volume of business, and of a trifle more than one million in net profits. In its leased lines, it has made an average of four per cent. on the capital invested, and the opinion is expressed that this will yet reach six per cent annually.

A portion of the report is devoted to statements concerning the feasibility of developing cheap transportation between the East and West. It shows that now agricultural productions and implements are transported at less than cost; also, that it is impossible to build new railroads that will compete with those existing, as material and labor have greatly advanced in value. Even a canal could not be built that could profitably compete with existing lines of railroads. Altogether, the showing made is an exceedingly flattering one. About three-fourths of a million dollars worth of the scrip issued as dividend has been redeemed. Enough has been earned to pay full dividends. The property of the company is worth more than the stock and bonds that represent it. It has paid dividends from the commencement, and its prospects for the future are brighter than before. It is managed by intelligent, able men, and we know no reason why the stock is not the most valuable in the market at this time. We commend the report to the perusal of our readers.

PENNSYLVANIA RAILROAD.

Twenty-Seventh Annual Report of the Board of Directors.

The annual meeting of the Pennsylvania Railroad Company was held Tuesday morning, March 10th, in Musical Fund Hall, Philadelphia.

The meeting was called to order by A. J. Derbyshire, who nominated Mayor Stokley as chairman. The Mayor was chosen Chairman, and accepted. Mr. Joseph Leslie was chosen Secretary.

The Secretary read the twenty-seventh annual report, which is as follows:

Twenty-seventh Annual Report.

OFFICE OF THE PENNSYLVANIA RAILROAD COMPANY,

PHILADELPHIA, March 6th, 1874.

To the Shareholders of the Pennsylvania Railroad Company:

The Directors submit the following report of the operations of this company for the year ending on the 31st of December last.

The revenues of the Company from its several investments, though curtailed to some extent by the effects of the late financial panic upon the business of the country during the last three and a half months of the year, have been very satisfactory, showing a *surplus net profit* for the year, from your main line between Philadelphia and Pittsburgh after meeting operating expenses, interest, taxes and two semi annual dividends, at the rate of ten per cent. per annum, of $2,198,767 14, which amount is largely in excess of any deficiency that can occur in the operations of its leased lines and on account of its guarantees.

It is believed the net results for 1874 will show much more favorably, inasmuch as the extensive improvements which are being made to afford additional facilities for moving and handling the large increase of tonnage with economy and despatch over your railways and at the terminal points at Pittsburgh, Philadelphia and Jersey City, will be essentially completed within a few months. A partial and satisfactory use of them was had during the closing months of 1873.

The net profits of the first month of this year upon the line between Jersey City and Pittsburgh exceed those of the corresponding month of last year four hundred and eighty-six thousand three hundred dollars, without any *material* increase in its gross revenues—a result mainly due to the saving effected through these increased facilities and the reduction of the price of materials and operating expenses.

The revenues and expenses of your Main Line between Philadelphia and Pittsburgh during 1873, with its Branches, were as follows:

From Passengers..$4,169,141 97
From Emigrant Passengers.......... 230,529 49
From Mails.......... 158,287 50
From Express Matter.......... 450,241 40
From Gen. Freights.19,608,555 07
From Miscellaneous Sources.......... 269,253 47
$24,886,008 90

Expenses.

For Conducting Transportation..$5,664,140 57
For Motive Power. 4,223,530 58
For Maintenance of Cars.......... 1,926,095 53
For Maintenance of Road.......... 3,246,832 20
For General Expenses.......... 379,706 33
$15,440,305 16

Leaving net earnings in 1873....$ 9,445,703 74

In the above cost of "Maintenance of Road," is included the difference in the price paid for steel rails to replace those of iron, amounting to 16,760 tons, or about $670,000.

The net earnings Pennsylvania Railroad for 1873, as above stated, were..........$9,445,703 74
The net earnings Pennsylvania Railroad for 1872, were.......... 8,247,852 18

Showing increase in 1873 of......$1,197,851 56

The total earnings of these works in 1873, were..........$24 886 008 90
And for 1872.......... 22,012,525 27

Showing the increase in 1873, of gross earnings..........$2,873,483 63

Of the above earnings there were received from the 358 miles of Main line:
In 1873, ($62,314 19 100 per mile) $22,308,481 68
In 1872, ($55,896 14 100 per mile) 20,010,818 80

Increase from the Main line......$2,297,662 88

And from the branch lines leased and owned—excepting the Philadelphia and Erie Railroads:
In 1873—511 miles in length......$2,577,527 22
In 1872—426 miles in length...... 2,001,706 47

Increase from branch lines.....$ 575,820 75

The earnings of branch lines operated by your Company in 1873, as already stated, were..........$2,577,527 22
The expenses of operating them, including rents of the leased branches, were.......... 2,560,097 10

Showing a net direct profit in operating these lines of..........$ 17,430 12

The sources of revenue in 1873, compared with those of 1872, show the following figures:

	Decrease.	*Increase.*
From First Class Passengers		$ 147,129 17
From Emigrant Passengers	$ 9,475 59	
From Gen. Freights		2,751,663 66
From Mails		2,872 72
From Express Matter		614 05
From Miscellaneous	10,820 38	

Total net increase as above stated..........$2,873,483 63

The whole number of passengers carried in 1872, was 5,250,393, and in 1873, 5,879,684, an increase of 629,291, or 11 98-100 per cent. The average distance traveled by each passenger was 30 18-100 miles, being 2 93-100 less than in 1872.

The number of tons of freight moved (including 787,560 tons of fuel and other materials for the company's use) was 9,998,794 tons, embracing 4,327,501 tons of coal. It was last year 8,459,535 tons, showing an increase of 1,539,259 tons, or over 18 19-100 per cent. The increase in coal tonnage over that of 1872 was 858,430 tons.

The actual cost of operating your railroad in 1873 was, including branch lines...62 04-100 per cent. of receipts. Excluding branch lines..........57 74-100 per cent. receipts.

For more detailed statements of receipts and expenses of your main line, the shareholders are referred to the full and satisfactory reports of the General Manager and the Controller.

The net earnings of the Pennsylvania Railroad, between Philadelphia and Pittsburgh, as already stated, were..........$9,445,703 74
From which deduct two semi-annual dividends of 10 per cent. per annum...$5,918,140 09
Interest paid on Bonds of the Company floating debt &c 2,739,178 45
Interest and dividends rec'd from investments in other lines &c 2,372,107 64
Leaving balance of interest account.... 367,070 81
Rent of Harrisburg & Lancaster Railroad.......... 132,651 46
State Taxes.......... 369,074 33
Instalments paid to the State of Pennsylvania on account of principal and interest of purchase of Main Line of public works, which has thus been reduced from $7,500,000, the amount of original purchase, to $5,401,675 41, all of which has been paid from net earnings of the Railway.......... 460,000 00 7,246,936 60

Leaving a surplus net profit for 1873 of..........$2 198,767 14

The earnings of the United Railroads of New Jersey and Branches, and the Philadelphia and Trenton Railroad, in all 276 miles of road, were in 1873:

From Passengers..$4,660,122 37
" Freights 3,398,231 39
" Express Matter.......... 271,865 20
" Mails.......... 49,511 07
" Miscellaneous sources, 137,009 90
$8,516,739 93

Expenses.

For Conducting Transportation...$3,283,910 93
For Motive power.. 1,687,376 75
For Maintenance of cars.......... 434,890 38
For Maintenance of Road.......... 1,837,470 12
For General Expenses.......... 98,539 87
6,792,188 05

Leaving net earnings in 1873.... $1,724,551 88

The sources of revenue in 1873, compared with those of 1872, show the following increases and decreases:

	Increase.	*Decrease*
Passengers	$86,609 85	
Freights	134,927 53	
Express matter	35,310 25	
Mails	1,026 07	
Miscellaneous		$7,570 57

Total net increase......$250,513 13

The whole number of passengers carried in 1873 was 8,003,043, and in 1872, 7,580,795, an increase of 422,248, or nearly 5 6 10 per cent.

The average distance traveled by each passenger was 20 9 10 miles, being 4-10 of a mile less than in 1872.

The number of tons of freight moved (including 197,365 tons of fuel and other material for the company's use) was 3,051,577 tons, embracing 415,940 tons of coal; it was last year 12,536,304 tons, showing an increase of 515,273 tons, or over 20 31-100 per cent.

The actual cost of operating the United Railroads of New Jersey, including branches, after deducting transit duties, rent of Connecting Railroad, and interest on property, and excluding Belvidere Division, in 1873, was 74 4-10 per cent. of its receipts. The cost of moving freight on these Railways in 1873 was within 3-10 of a mill per ton per mile of the whole amount received for the service, chiefly in consequence of the great expense in handling it, and the cost of ferriages.

On these lines, as well as on nearly all of the other lines worked by this company, it appears that more passenger trains were run during 1873, for the accommodation of the public, than were justified by their receipts, and, therefore, these facilities have been to some extent reduced.

The additional tracks laid upon the line of the railway, to avoid detention in the movement of trains, and the increased terminal facilities, provided to lessen the cost of handling freights, will, it is hoped, enable the New Jersey lines to meet their rental in future out of their own earnings.

The earnings of the Belvidere Delaware Railroad, 68 miles, and the Flemington Branch, 12 miles, were in 1873:

From Passengers.....$195,220 62
From Mails.......... 5,758 98
From Express matter.. 3,974 07
From General Freights. 938,228 30
From Miscellaneous Sources.......... 5,040 79
$1,148,222 76

Expenses.

For Conducting Transportation..........$248,956 40
For Motive Power..... 210,289 27
For Maintenance of Cars.......... 73,686 60
For Maintenance of Road.......... 292,980 38
$ 825,912 65

Showing a balance to credit of Belvidere Delaware Railroad, and Flemington Branch, for 1873, of..........$ 322,310 11

The following statement gives the increase in business of the Belvidere Delaware line for 1873, over 1872, including the first three months of 1872, during which time the road was operated by the Belvidere Delaware Railroad Company:

First *three* months, 1872.......... $187,287 86
Last *nine* months, 1872.......... 664,393 18
$851,681 04
Total for 1873...... 1,148,222 76

Total net increase..........$ 296,541 72

The whole number of passengers carried in 1873 was 397,153, and the average distance traveled by each passenger was 17 miles.

The number of tons of freight moved (including 26,753 tons of fuel and other materials for the Company's use), was 1,444,573 tons, embracing 1,224,528 tons of coal.

The actual cost of operating the Belvidere Delaware Railroad, including the Flemington branch, in 1873, was 71 93 100 per cent. of its receipts.

No comparisons of tonnage and passengers are made with 1872, as the Pennsylvania Railroad Company did not assume the management of the Belvidere Delaware Railroad until April 1st, 1872.

The earnings of the Philadelphia and Trenton Railroad and branches, 38 miles, and the United Railroads of New Jersey and branches, 238 miles; Belvidere Delaware Railroad, 68 miles, and Flemington branch, 12 miles; and the Delaware and Raritan Canal, 61 miles, including feeder, in 1873, were:

From United Railroads of New Jersey..........$8,516,739 93
From Belvidere Delaware Railroad and Flemington branch.......... 1,148,222 76
$9,664,962 69
Delaware and Raritan Canal.....$1,590,100 12

Total earnings during 1873..... $11,255,062 81

Expenses.

Of the United Railways of New Jersey..........$6,792,188 05
Of the Belvidere Delaware Railroad and Flemington Branch, including net earnings ($322,310 11) 1,148,222,76
Of the Delaware and Raritan Canal.......... 883,321 46
$ 8,823,732 27

Total net earnings of Railroads and Canals in 1873..........$ 2,431,330 54

Increase on Bonds of United Railroad Co....$1,168,570 24
Dividends to Shareholders.......... 1,948,450 00
Making the Rental.. $ 3,117,020 24
Less Net Earnings of Railroads and Canals in 1873, as above.......... 2,431,330 54

Showing a Loss on the New Jersey Railroads and Canals of.......... 685,689 70

The net profit of the Pennsylvania Railroad after paying interest and dividends, &c., as before stated, was..........$2,198,767 14
From which deduct loss on New Jersey Railroad.......... 685,689 70

Leaving as surplus net profits on the whole line from New York to Pittsburgh, after providing for a 10 per cent. dividend, and interest, &c..........$1,513,077 44

The New Jersey lines, it is believed, after 1873, will show but little, if any, loss in working them, the large expenditures made to lessen the cost of moving and handling freight upon them being now nearly completed. In consequence of the want of these facilities, the expenses of the freight department in 1873 very nearly equaled its receipts, leaving a margin of profit of *but* 32 100 of a mill per ton per mile.

The bridge recently placed by the New Jersey Central Railroad Company across the Raritan at Amboy, which now seriously impairs the free navigation of that river as granted by the State of New Jersey to the Delaware and Raritan Canal Company, threatens to still more seriously interfere hereafter with the business of this great National highway, which forms an important link of the only *internal water avenue* of commerce between the seaboard cities. The Pennsylvania Railroad Company has endeavored to obtain from that Company a modication of the plan of their bridge, so as to remove this difficulty, but as yet without success. As at present located and constructed it largely increases the risks of navigating that stream, and the expense of the towage of all boats and vessels passing it.* Its interruption, therefore, even to a small extent, is of very grave importance to the whole country. Negotiations are now pending with the New Jersey Central Railroad Company to alter this bridge so as to lessen the evil, as far as practicable, which if successful, will end in the withdrawal of the suit now before the Supreme Court of the United States, for the abatement of this obstruction to navigation placed across this river only for the purpose of accommodating travel between New York and a watering place at Long Branch, already amply provided with facilities of communication not excelled by those offered by this line.

The earnings of the Delaware and Raritan Canal in 1873, on 44 miles of canal and 17 miles of feeder, from tolls, were:

From tolls.....$1,047,350 43
From steam towing, 518,997 38
From miscellaneous, 23,752 31 $1,590,100 12

Expenses.

For maintenance of canal..........$188,139 67
For canal operation, includ'g drawbacks of $70,108 75...... 244,393 29
For steam towing account.......... 450,788 50 $883,321 46

Leaving net earnings in 1873 of... $706,778 66

Being an increase in net earnings over 1872 of.......... $198,210 91

The number of tons of freight moved was 2,754,837 638-2240, embracing 1,977,105 tons of coal. It was last year 2,837,532 1904-2240 tons, showing a decrease of 82,695 1266-2240 tons, or 2 9-10 per cent.

Notwithstanding the increased cost of towage by reason of the obstruction of the bridge across the Raritan, the average cost of moving freight was 677-1,000 cents per ton per mile, and for 1872 739 1,000 cents per ton per mile, showing a decrease of 62 1,000 cents per ton per mile. The actual cost of operating your canal was 55 55 100 per cent. of its receipts.

This canal is capable of accommodating a much larger tonnage than now passes through it without further delays for construction, and this traffic must continue to grow with the population and wealth of the whole seaboard, if not interfered with by the obstructions referred to.

Its business has been well systematized by the General Superintendent, I. J. Wistar, and is now conducted with much economy and promptness.

The earnings of the Philadelphia and Erie Railroad in 1873 were:

From passengers....$ 632,620 30
From freights.......... 3,042,806 00
From express matter 41,189 10
From mails.......... 30,748 41
From miscellaneous sources.......... 94,703 39

Total (nearly $13 340 51 100 per mile of road).......... $3,842,067 20

The operating expenses during same period were:

For conducting transportation..........$ 872,256 99
For motive power.... 962,781 49
For maintenance of cars.......... 398,390 63
For maintenance of road.......... 1,179,882 33
3,413,310 84

Showing balance to the credit of P. & E. R. R. Co. of..........$ 428,756 36

The sources of revenue in 1873, compared with those of 1872, show the following increases and decreases:

	Increase.	Decrease.
Passengers		$ 14,653 79
Freights		134,742 92
Express Matter		3,728 77
Mails	$ 3,175 21	
Miscellaneous	11,264 60	

Total net Decrease, $138,685 67

The whole number of passengers carried in 1872 was 839,793, and in 1873 777,273—a decrease of 62,520, or nearly 8 per cent.

The average distance traveled by each passenger was 26 miles, being 1 57 100 miles more than in 1872.

The number of tons of freight moved (including 191,988 tons of fuel and other material for the company's use) was 2,356,234, embracing 959,259 tons of coal. It was last year 2,211,269 tons, including fuel and other material for company's use, showing an increase of 144,965 tons, or over 6 5-10 per cent.

The actual cost of working the Philadelphia and Erie Railroad in 1873, was 88 84-100 per cent. of its receipts; but for the panic in September last, the results of the operation of this line would have been about the same as last year. The country at present drained by the Philadelphia and Erie Railroad has a very limited local traffic, except in lumber, and the demand for this seemed to cease with the commencement of the late financial panic, and as the country traversed is poor, it purchases its supplies only for its immediate wants, and, therefore, the consumption of merchandise fell off to the lowest point, and has not since revived. Another cause for the falling off in the gross receipts is the decrease in the oil trade, consequent upon the change that has occurred in the oil-producing territories of the region near Titusville and Tidioute, which have ceased to yield their former production; and to the discoveries of the new oil territories near Brady's Bend, on the Allegheny river, and in Butler county, from which the largest shipments are now obtained. These centres of production are about one hundred miles distant from the line of the Philadelphia and Erie Road, and the greater part of the oil produced there is thus thrown upon the Western Pennsylvania Railroad, connecting with the main line of your railroad at Blairsville. The opening of the "Low Grade Road" in May next, will restore a share of this traffic to the Philadelphia and Erie Road, at the Bennett's Branch Junction, giving to it about 120 miles of transportation.

The causes that lead to the unsatisfactory result of this line were pretty fully stated in our last annual report, and may all be summed up in the fact that the line is located where there is not sufficient local traffic to justify its construction. Had it followed the line of the "Low Grade Railroad," from the confluence of Bennett's Branch of the Susquehanna river to Brookville, and by the most direct route to Franklin, and thence to Erie, it would have traversed a country abounding in coal, iron ore, and oil, the conveyance of which would have made it a profitable enterprise. But the Directors, tempted by small subscriptions to its shares at Ridgway and Warren, passed the line through these points, thus traversing coal fields of lesser importance, and a country yielding up to this time every little local traffic, excepting in lumber.

The early completion of the Bennett's Branch Railroad, from a connection with the Allegheny Valley Railroad to Driftwood, and the road now completed from Emporium to Buffalo, will bring, in the course of time, a considerable increase to the traffic of the eastern part of the Philadelphia and Erie Railroad, which will, no doubt, add materially to its revenues; but the development of the business on these new lines must necessarily be of slow growth, so that immediate and important results must not be expected. Indeed, the shareholders of that Company can rely upon the gradual development of the local business of the line and its connections to make their property remunerative, the through traffic having necessarily to be carried at rates which can never be very profitable, and which are at all times liable to be forced down to or below the actual cost of transportation by the competition of rival lines.

The following table shows the average earnings from freight and passenger traffic, and the cost of removing it per net ton, and per passenger per mile on each of the railways worked by the Pennsylvania Railroad Company:

NAME OF RAILROAD.	Average cost of transporting each passenger per mile.	Average earnings from each passenger per mile.	Profit and loss on each passenger per mile.	Average cost of transporting each ton of freight per mile.	Average earnings of transporting each ton of freight per mile.	Average profit on transporting each ton.	Length of Railroad.
Pennsylvania R. R. & Br.	2 01-100	2 48-100	P 0 47-100	0 857-1000	1 415-1000	0 558-1000	869
New Jersey Lines	1 78-100	2 78-100	P 1 00-100	2 233-1000	2 265-1000	0 032-1000	276
Belvidere, Delaware	2 93-100	2 88-100	L 0 05-100	0 929-1000	1 388-1000	0 459-1000	80
Philadelphia & Erie	3 809-1000	3 123-1000	L 0 686-1000	0 985-1000	1 135-1000	0 150-1000	288

Canals.

The Pennsylvania Canal (the capital stock of which company, the Pennsylvania Railroad Company hold 70,231 shares, of $50 each, out of a total capital of 89,143 shares) is formed of what is now termed its main line, from Columbia to Wilkesbarre, 151 miles in length, with a branch from Northumberland to Lockhaven, on the west branch of the Susquehanna river, 71 miles, and a branch to Williamsburg from the mouth of the Juniata river, 113 miles, making in all 347 miles of canal, including the Wisconisco feeder, twelve miles in length, purchased of the Wisconisco Canal Company.

These works were originally built by the State of Pennsylvania. That portion between Columbia and Williamsburg, 159 miles, becoming the property of this company by purchase from the State, for the sum of $1,000,000, its estimated value compared with the payment to be made ($7,500,000) for the whole main line of public works from Philadelphia to Pittsburgh.

The other portions of this canal were obtained by purchase and consolidation with other companies, that the whole might be worked as one system.

It soon became evident after its purchase, that this canal, originally built for a depth of four feet of water, but which was found, from neglect, to have become less than three feet deep, would have to be enlarged to six feet in depth to enable it to compete, in any degree, with the railroads penetrating the same territory.

With this view its enlargement between Columbia and Wilkesbarre was commenced, and is now substantially completed. It was not deemed expedient to enlarge the branches until it could be practically demonstrated that such an enlargement would prove a financial success. The branch canals have been restored to their original dimensions, and now meet their expenses. The net profits of all these canals for 1873, after paying interest upon their debt, was $147,580, all of which has been invested in canal boats. This result is due to the fact, not only of the small amount of present capital as compared with their original cost, but that the canals and railroads are managed under an arrangement by which they both obtain reasonable rates for the transportation of the traffic passing over them. The revenues of these canals in 1874, it is believed, will considerably exceed those of 1873, and the net results will then be fairly shown, as directions have been given to close the construction account, and charge all outlays in future to expense account. No further enlargement of these canals will be undertaken, until it has been fully ascertained that their increased dimensions will enable them to compete in economy of transit with our railroads.

Coal Lands and Coal Transportation.

The policy of the State of Pennsylvania has led to the absorption—either directly or indirectly—of nearly all of the best anthracite coal properties in the State, by all of the *carrying companies* leading from that coal region to the seaboard. Whether this policy will prove to be for the best interests of the State, or otherwise, time alone can demonstrate. These purchases were being quietly but rapidly made by other railroad companies, and they threatened to take from the works of the Pennsylvania Railroad Company all of this coal traffic, for the accommodation of which your canals on the Susquehanna were originally built by the State, and if fully consummated would have left these works upon your hands as dead investments. To prevent such a result, and to retain some of this traffic for its railroads, the Pennsylvania Railroad Company was compelled to follow the example of other railroad companies, by securing the control of the coal lands in the vicinity of its mines, that would continue to supply transportation for them. With this object in view, this Company obtained control of the amount of lands mentioned in the following table, which also shows their cost to *the Pennsylvania Railroad Company*, and the estimated present value of *their* interest therein:

	No. of acres	*Cost of P. R. R. Co., including developm't.*	*Present estima'd value of P. R. R. Co.'s interest.*
In Wilkesbarre Coal Region	5,823	$1,000,000	$ 1,500,000
In Hazelton Coal Region	2,119	270,000	800,000
In Shamokin Coal Region	7,808	1,092,573	1,750,000
In Lykens Valley Coal Region	12,300	1,495,000	6,000,000
Total	28,050	$3,857,574	$10,050,000

All these coal fields have connection with tide-water, over both your Railroads and Canals, and they will be worked to an extent that will insure fair profits upon the investments, and, at the same time, continue a supply of tonnage for your works at remunerative rates of freights. The coal from the Lykens Valley region commands the highest price of any of the coals of this State, and the product has not, heretofore, been equal to the demand.

The bituminous coal fields of Pennsylvania are traversed by your Railroad from a point a few miles west of Altoona to Pittsburgh, a distance of over 100 miles, and from the west branch of the Susquehannah river to the Maryland line. North of the west branch of the Susquehanna, up nearly to the State of New York, bituminous coal of good quality exists, but the deposits are of moderate thickness, and except where the market is near, are not worked to a large extent. The bituminous coal fields on the line of your Railroads are already penetrated by several branches from the main stem, bringing to it a large and increasing tonnage; and the mines upon them are capable of a development that can meet any demands that the market will require. The bituminous coals of this region have only within the past fifteen years sought an Eastern market, owing to the nearness of the anthracite region; but the yearly increase in the cost of mining anthracite coals, and the large amount of capital required to work them with economy, has gradually brought the price of this variety of coal to a point which compels the introduction of the bituminous coals for consumption in the East, to a very large extent, particularly for gas and steam purposes, and for the manufacture of iron. This demand at the seaboard has also been still further stimulated by the rapid advance during the last few years in the price of English coals, which have heretofore monopolized the West India and South America markets.

To supply this increasing demand, we have not only the coal fields traversed by your main line, but also that just being opened to market by the "Low Grade Railroad" in Jefferson county, where the deposits are of great thickness and the coals of a superior quality. This coal field is also accessible to the lake region, where, in time, the demand for it must become very great. The transportation of coal from this field to tide-water and the markets of the East, will not encounter an ascending gradient exceeding sixteen feet per mile, and this only for a short distance.

The bituminous coal transported on your main line, notwithstanding the short time since it has sought an Eastern market, reached, in 1873, the large amount of 3,353,541 tons, exclusive of that used by the company for its own consumption.

The total anthracite tonnage transported during the year upon your main line of railroad was 1,173,960 tons, and on your canals 1,542,125 tons.

The carriage of this product is much larger, and the profit derived from it quite as great per ton per mile as from the agricultural products of the West.

General Remarks.

An unusual amount of public attention has been directed during the past year to the charges for transportation made upon the different channels of conveyance between the East and the West, particularly in reference to those upon agricultural products, and various remedies have been proposed to cure what has been termed a serious evil, which in fact has no existence, at least between the great commercial centres of the West and Seaboard, as we shall presently demonstrate.

A close examination of the accounts of this Company will show that its charges for freight upon agricultural products scarcely bear the expenses of transportation, and on many items the charges for transportation are below actual cost, leaving for the conveyance of the aggregate tonnage of agricultural products, little or no profit to the Railroad Company; this is largely due to the irregularity of its movement, and the comparatively small amounts of back loading obtained, as four-fifths of the cars return empty. The profits of the Company from this source are almost wholly derived from the transportation at higher rates of the valuable articles, which the sale of these products enables the merchants and farmers to purchase in the east for consumption at home. If the shareholders of the Eastern Trunk line relied upon the direct profits from the carriage of agricultural products for dividends, they would be disappointed in their expectations. One of the complaints against railway companies by the advocates of cheap transportation is, that the railway capital of the country has been "watered," that is, increased by the issue of shares not represented by any expenditures upon their railways. This does not apply to the administration of the Pennsylvania Railroad Company; on the contrary, a very large amount of its net revenues have been applied to construction account. Notwithstanding the heavy charges that have been made from net revenue from time to time to expense account, the cost of transporting freight, by reason of the increased quantity now moved, and the improvements made to the railway and rolling stock of the Company, has been reduced from 1 870-1,000 cents per ton per mile in 1864, to 857 1,000 cents in 1873, from which it will be perceived that the cost of movement in 1864 was 118 per cent greater than it was in 1873. The whole benefit of this reduction has been given to the public in reduced rates upon transportation, which have likewise fallen from an average charge in 1864 of 2 46-100 cents per ton per mile, to 1 41-100 cents in 1873.

The reduction in the cost of transportation has now nearly reached its limits, unless there should be a material fall in the price of labor and materials, which is not anticipated or desired by railway companies, as their prosperity is mainly due to the prosperity of all classes of the community.

The facilities for transportation between the East and West are now in excess of the demands of the public, and the construction of any additional avenues for through traffic would, from the causes already stated, rather tend to increase the cost of moving freight than otherwise, and no new avenue could be built at this time that would not greatly exceed, in actual cost of construction, those now in existence, in consequence of the advance in price of labor and materials.

To reduce the cost of transportation from the West the attention of the public has been called to the construction of new canals between the East and West, but owing to the great cost of such works and the large amount of lockage required to overcome the intervening summits, no canal can be constructed upon the routes proposed, at any point between the New York Canal and the water route of the Mississippi river itself, that could compete in rates of freight with the railways already built. The effort to do so was made by the State of Pennsylvania and proved a failure. Even the New York canals, with their comparatively small amount of lockage and enlarged dimensions, viewed as a *direct investment* of capital, are now profitless to their owners. The shareholders of the Schuylkill Navigation Company, a complete and enlarged enterprise, were compelled by railway competition to lease their canal to the Reading Railroad Company on vere low terms, to save for themselves even a very small interest upon their capital invested. Railway shareholders have, therefore, nothing to fear from this threatened rivalry, and no party can lose by their construction except those who may invest their money in such enterprises.

Experience seems to have developed the fact that no system of canals can now be worked profitably at their original cost in competition with railways, unless they are located like the Chesapeake and Delaware, and Delaware and Raritan Canals, connecting navigable rivers, and between great commercial centres.

The process of "watering" railway stocks—that is, the increase in the capital stock of the company by the issue of shares unrepresented by actual property, so much complained of by the public, is very unusual. Even the increase of shares made by the New York Central Railroad Company so frequently alluded to, was made upon the same principle adopted by every merchant if at the end of each year the stock of merchandise he may have had on hand had materially advanced in value, as was the case with the real estate of that Company, and the addition to its works paid for out of the net profits of the railway.

The Pennsylvania Railroad Company, as already shown, has pursued a different policy, giving to its shareholders liberal dividends from the *date of the commencement* of the surveys for the enterprise, passing only one semi annual dividend of 2 per cent. during the prevalence of the financial panic of 1857, until the present time.

The Baltimore and Ohio Railroad Company, from the necessity of applying their whole net revenues to the construction of their railway, pursued for many years a still more conservative policy, having paid the shareholders of its Main Line dividends averaging only 3-10 of one per cent. per annum, or in the aggregate only amounting to six per cent. for the first twenty years of its existence—an amount just equal to the payments by this company in dividends during the first year of its organization.

For the following six years the Baltimore & Ohio Railroad Company paid to the shareholders of its Main Line, dividends averaging ¾ of one per cent. per annum, amounting in the aggregate to but 4½ per cent. for the entire period of six years—while the shareholders of the Pennsylvania Railroad Company received for the same period 36 per cent. from the profits of the line, and on the completion of the railroad to Pittsburgh with a single track, there was left from the net profits of the railroad $287,431 41, which, under the provisions of its charter, was credited to the cost of construction, thus reducing to that extent the capital of the Company. From 1853, when your line was opened to Pittsburgh up to 1873—twenty years, the dividends of the Pennsylvania Railroad Company have averaged 9 9-10 per cent. per annum; the total dividends of the Company from its organization to the first of January of this year having been 234 per cent.

From these statements it will be perceived that the complaint of "watering" railroad stocks does not apply to the Pennsylvania Railroad Company. The unsatisfactory financial condition of a number of railroad companies is mainly due to their construction in the advance of the requirements of the country, many of them having been built as rivals to other lines where the traffic was scarcely sufficient for one.

The surplus income of this company has gradually accumulated to an amount which, after charging the whole of expenditures made by it in connection with the Southern Security Company, and other investments of doubtful value, to profit and loss, as we did after the panic of 1857, with a similar investment made in the Cincinnati & Marietta Railway, there is still standing to the credit of income account the large sum of $8,842,563 43, all of which is represented by disbursements on your railroad and its connections.

Since the civil war the investments made by northern capitalists in railways of the Atlantic slope of the Southern States have generally proved disastrous, chiefly from the financial exhaustion of this region and its slow recuperation. The gradual accumulation of new capital among themselves promises hereafter a period of greater prosperity.

Though the whole of the expenditures by this company in connection with the Southern Security Company has been charged to profit and loss, and carried to the suspense account, it is believed that they will yield some favorable returns, and bring traffic of some value to the lines controlled by this company, for the benefit of which this expenditure was originally undertaken.

The last annual report of your Directors gave for the first time a statement that exhibited the full net profits of the Company, nothing having been charged to expenses that was properly due to construction account, except probably the difference between the cost of steel and iron rails. This was done, as then stated, for the purpose of enabling the shareholder to determine for himself the value of his shares. The net profit of the Company was therein shown to have been over 15 per cent.

The surplus, after paying 10 per cent. per annum dividends amounting to $2,395,423, was credited to profit and loss. Notwithstanding this explicit statement of our net revenues for 1872, and the assurance from time to time that the business of the Company for 1873 was satisfactory in its results, your shares at the close of the year became needlessly depressed in price. Its depression below the price of the shares of other leading railroad companies of this State does not seem to be justified by the present condition and future prospects of this Company.

The obligations of this Company for rentals and guarantees of leases on account of the lines now operated by the Pennsylvania Company west of Pittsburgh, as will be seen by the statement appended to the Treasurer's report, have all been met from the net revenues of the lines, except within the sum of $399,244 98, and this has been provided by the Pennsylvania Company out of its resources, and is, consequently, not a charge upon the revenues of this Company.

These lines control and deliver to and distribute from our main line a large amount of through traffic, which, though the margin of profit on it per ton and per passengers is small, adds materially to the net profits of this Company. These profits have also enabled the Pennsylvania Railroad Company to reduce the charges for transportation of local traffic within the State of Pennsylvania, to their present low standard.

The lines east of Pittsburgh, for which interest and rentals have been guaranteed by this Company, except the New Jersey lines (deducted elsewhere from the receipts of the main line), have all met and paid their own liabilities, except those set forth in the tabular statement attached to the Treasurer's report, amounting in the aggregate to $1,163,749 87, from which deduct the surplus accruing to the credit of the Western Pennsylvania Railroad Co., $240,968 77 leaving a balance of $922,781 10, which sum has been advanced by this Company. The respective companies are charged with the amounts advanced for them, to be repaid out of their earnings and other resources. The shareholders will understand that in each of these cases where advances have been made, the companies are controlled by this Company, under leases or otherwise.

Accompanying the Treasurer's report will be found a detailed list of the bonds and stocks owned by this Company, many of which were purchased during the past twenty years, and are now held to control the respective lines, aggregating, at their par value, $73,594,440, which cost this Company $52,692,419 00, on which cost they are now paying into the treasury of this Company over four per cent. per annum.

Some of these securities are now paying interest or dividends, but it is believed, as the lines are developed, they will become sufficiently profitable to make all these investments pay an average of over six per cent. per annum on their cost.

This company, in addition thereto, will always enjoy the control of these lines, which, each year, under prudent management, must become more valuable.

In creating the consolidated mortgage, as authorized by the stockholders at their last meeting, the assets of the old sinking funds and other assets, which represent nearly all of the securities above referred to, were placed in a trust fund, to further secure the bonds that may be issued under that mortgage, of which Wistar Morris, Josiah Bacon and Edmund Smith were made Trustees.

The financial wants of the Company for 1873, it was believed, were fully provided for and in due season, and the provisions made for them would have been ample to meet all demands upon the treasury of this Company, including the November dividend, but for the unexpectedly large requirements made upon us to sustain the credit of our connecting lines, and to enable them to pay for outlays necessary to accommodate their increasing tonnage.

Rather than pay the exorbitant rates then demanded for money, or adopt the alternative, as was done during the panic of 1857, of passing the dividend, the Board deemed it best to meet the question by an issue of interest bearing scrip, payable in fifteen months—which action seems to have given general satisfaction to the shareholders; of this scrip $754,600 00 has already been redeemed, and more will continue to be absorbed, in the payment of instalments due upon subscription to our stock.

It may also be mentioned that, in consequence of the financial panic, the amount derived from the sale of exchange, from the low rate it had to be sold at, was not as great as anticipated, and to that extent reduced our anticipated receipts from the sale of our bonds in Europe.

The following statement will show the amount of money received from subscriptions to the capital stock of this Company, and from the sale of its bonds, &c., during the year 1873; also, the accounts to which the money thus received has been applied:

It will be seen, from the Treasurer's statement annexed, that the General Account for 1873 shows a total of......$140,725,637
The general account for 1872 shows a total of. 116,658,824

An increase in the year 1872 of.......... $ 24,066,813

On the debit side of the account this increase is made up of—
Increase in capital stock$ 14,872,538
Bonded debt.......... 8,073,476
Bills payable.......... 898,551
Securities New Jersey Companies.......... 257,000
Accounts payable...... 41,839
$24,143,404
Decrease in profit and loss.......... 76,591
$ 24,066,813

On the credit side of the account this increase is made up of—
Increase in construction of third track, sidings, machine and car shops, passenger and freight stations, &c..........$ 1,300,387
Increase in equipment, 155 locomotives, 49 passenger cars, 2,583 freight cars, and 40 road cars.......... 4,179,159
Increase in real estate purchased.......... 477,887
Increase in construction on the extension from West Philadelphia to the Delaware river... 176,516
Increase in bonds and stocks purchased of other companies in which this company owns a majority of capital stock, to enable them to complete their work and extend their facilities.......... 7,351,165
Increase in securities New Jersey Co.'s.... 257,000
Increase in fuel and materials for the operations of the Pennsylvania, Philadelphia and Erie, and New Jersey Railroads.... 385,141
*Increase in bills and accounts receivable, consisting mainly of advances to railroad companies in which this Company has a controlling interest... 8,141,426
Increase in balance in hands of agents...... 877,867
Increase in balance in hands of Treasurer.... 917,265
$24,066,813

As the equipment of your Railroad and connecting lines controlled by this Company are now nearly sufficient to meet the demands of their traffic, similar outlays will be quite light for some years to come.

The Board has no apprehensions as to the future value of your property. The rapid increase of its local tonnage and its assured connections with all of the important commercial centres of the West, have demanded from the company a large increase of capital to move its present heavy and increasing traffic, which has required a large demand for money to supply these wants, without which the *existing and increasing tonnage could not have been moved with economy or despatch.*

The amount required has been unexpectedly large, but its expenditure could not have been avoided. These facilities, when completed, it is believed, will be sufficient, with but small additions, to meet the requirements of the public for several years.

In consequence of the depressed financial condition of the country, which affected seriously the traffic of your railroad, it became necessary to reduce expenses of every kind, and in doing so, to make a reduction of 10 per cent. in the salaries and wages of every person in the service of the company. The necessity for this movement was so thoroughly appreciated and kindly met by all our officers and employes, that the Board now desire to make to them this acknowledgment, and express the hope that the condition of the country and the business of the company will, at an early day, warrant the return to better rates.

In conclusion, the Board take great pleasure in renewing their acknowledgment of the efficient manner in which the business of the Company has been conducted by A. J. Cassatt, General Manager, and by the officers and employes generally during the past year, and they beg leave to submit for your consideration and action the accompanying preamble and resolutions.

By order of the Board.

J. EDGAR THOMSON,
President.

Appended to the report, were the following preamble and resolutions:

WHEREAS, A desire has been expressed by many shareholders that a committee should be appointed by this meeting to examine all the property of the company, and prepare a full exhibit of its real value; and

WHEREAS, The management of the company desire, in order to meet the views of shareholders that a committee of stockholders be appointed to investigate the condition of the company in every respect; therefore be it

Resolved, That the report of the Board of Directors as just read be printed in pamphlet form for the information of the stockholders; that a committee of seven shareholders of this company, entirely disconnected from its management and operation, be appointed by the chairman of this meeting and by him be requested to serve as a committee to examine and report into the condition of the company; to make an appraisement of the value of the roads, shops, machinery, real estate, depots, bonds, stocks and all other assets of the company; also to examine into the liabilities and obligations of the Company, including all its guarantees for other lines, with the source of revenue to meet the same; also, its contracts and relations with other companies and parties of every kind, and to report the results of this examination to the shareholders in such form as said committee may deem most advisable for the interest and information of the shareholders, either by printed report for distribution, or at their option by calling a meeting of the shareholders to present their report, giving thirty days' notice of such meeting by advertising in the usual form.

Resolved, That the President, Directors and officers of the company be requested to furnish such committee with all needful information and facilities to enable them to accomplish the object of their appointment.

Resolved, That the Chairman of this meeting be requested to appoint a committee of seven shareholders of this company to recommend, after conferring with the President, a ticket for directors to be voted by the shareholders at the next annual election, as directed by the existing resolution, adopted by the shareholders, February 1, 1858.

Resolved, That in the event of any of the shareholders declining, or being unable to serve on either of the foregoing committees, His Honor, the Mayor of the city of Philadelphia, as chairman of this meeting, be authorized and requested to fill such vacancies by the appointment of other shareholders of this company, who may be in like manner entirely disconnected from its management and operations.

*It will be observed that after deducting the interest and dividends received, from the interest paid on bonds and floating debt of your Company, the amount required from the earnings to meet interest is only equal to six per cent. on $5,000,000 of debt.

*The tonnage delivered by this canal into the Raritan River exceeds that delivered by the Erie Canal into the Hudson River, and equals that of the foreign trade of New York, both in American and foreign vessels passing out at Sandy Hook.

NOTE.—The change of the Susquehanna bridge from wood to iron has been deferred, because the Company has control of two other bridges over this river, owned by other companies, which it can use in any emergency. The cost of building and maintaining a wooden bridge in this region is now less than those of iron, and the substitution of iron is only justifiable in consequence of the liability to interruption of the traffic of the Company from fire to wooden bridges.

Pittsburgh Bank for Savings,
No. 61 FOURTH AVENUE, PITTSBURGH.
CHARTERED IN 1862.
ASSETS January 1, 1873, - $778,351 56.
OPEN DAILY from 9 to 4 o'clock, and SATURDAY EVENING, from May 1st to November 1st from 7 to 9 o'clock, and from November 1st to May 1st, 6 to 8 o'clock. Interest paid at the rate of 6 per cent., computed from the 1st and 15th of each month, and if not withdrawn, compounds semi-annually, in January and July. Books of By-Laws, &c., furnished at the office.
Board of Managers—George A. Berry, President; John Scott, James Park, Jr., Vice Presidents; D. E. McKinley, Secretary and Treasurer.
A. Bradley, J. L. Graham, A. S. Bell, Wm. K. Nimick, John S. Dilworth, F. Rahm, G. Follansbee, Joshua Rhodes, S. H. Hartman, Robert C. Schmertz, Christopher Zug.
Solicitor—John H. Bailey.

GREEN MOUNTAIN ASTHMA CURE.
This Asthma cure has been successfully used in Croup, Chronic Bronchitis, Catarrh and Whooping Cough, is prepared with the greatest care under the immediate supervision of J. H. GUILD, M. D. Relief will always follow its use, and by a persevering use of the medicine, the disease may be completely eradicated from the system.
For sale at the Drug and Family Medicine Depot of JOSEPH BROWNE, Corner Penn avenue and Sixth street.

DRY GOODS, TRIMMINGS.
OPENED
SECOND STORY
New Ottoman Shawls, Beautiful New Styles.
New Striped Shawls, Very Handsome.
New Paisley Shawls, Red and Black Centres.
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White Piques, White Swisses,
Plain & Barred Nainsooks,
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Plain & Barred Jaconets.
Ladies' White and Colored Skirts, Plain, Tucked and Embroidered.
Ladies' and Misses Underwear, Tucked and Embroidered. Lowest to finest qualities.
LADIES' BLACK AND COLORED SUITS, Handsomely Made and Trimmed.
As this Department has been newly replenished with all the above and many other "Novelties," thereby avoiding the overcrowding which has tended first floor when busy.
ATTRACTIVE NEW GOODS AT WM. SEMPLE'S, 165, 167 and 169 FEDERAL ST., ALLEGHENY.

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WHITE PIQUES and WHITE SWISSES. | PLAIN and BARRED NAINSOOKS. | COLORED SWISSES. JACONETS. TARLATAINES. | BARGAINS | BLACK ALPACAS. and MOURNING GOODS. | COLORED ALPACAS and COLORED DRESS GOODS. | NEW SPRING SUITS and BLACK ALPACA SUITS.
We are at present making a specialty of BLACK SILKS In all the Popular and Favorite Brands, and in COLORED SILKS! In all the New Shades, at Prices Never So Low Before.
COLORED DRESS GOODS and FINE DRESS GOODS. | NEW DELAINES, POPLINS and REPPS. | NEW DRESS GOODS, MERINOS, &c., &c. | BARGAINS | BROAD CLOTHS and DOESKINS. | FINE CASSIMERES and COTTONADES and JEANS. | SOME EXTRA BARGAINS in MEN'S WEAR.
Full Lines of Spring Goods, ARRIVING DAILY, AT WM. SEMPLE'S, 165, 167 AND 169 FEDERAL ST., ALLEGHENY.

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English Walking Jackets, Shawls, Blankets, Merinos, Serges, Cashmeres, AND ALL Winter Dress Goods Selling at Greatly Reduced Prices.
Table Linens, Sheetings and Shirtings very cheap at H. J. LYNCH'S, No. 96 Market Street.

CARPETS, OIL CLOTHS, &c.
SPRING, 1874
CARPETS, LATEST STYLES.
Oil Cloths. Oil Cloths.
BEST DESIGNS.
SHADES AND SHADE CLOTH IN GREAT VARIETY.
We offer a large and well selected stock at LOWEST CASH PRICES.
Bovard, Rose & Co., 21 Fifth Avenue

NEW DISCOVERY
Edward's NATURAL POLISH.
The Best Article in the World for all Purposes.
It will clean and polish anything and everything from the finest Gold Jewelry to the worst tarnished Locomotive, Fire Engine or Kitchen Utensil.
For Sale by all Druggists and Grocers.
AGENTS WANTED to travel and introduce it through the country. Call and get a circular.
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ALL WORK WARRANTED. The best material in the market used. Rates the most reasonable in the city.

MERCHANT TAILOR.
B. TIEGEL, NO. 58 SMITHFIELD STREET.
Just received, a full line of CLOTHS and CASSIMERES, for Fall Wear, at LOWEST PRICES.

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THIS
SILKS!
Elegant Silk Polonaise Direct from Lyons.
CORDED SILKS, Desirable Colors.
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BLACK SILKS, All qualities at very low prices.
Plain Colored Silks, New Shades.
DRESS GOODS!
SILK MIXED DIAGONALS, FINE FRENCH MOHAIRS, FINE COLORED MOHAIRS, New Shades, EMPRESS CLOTHS, BLACK ALPACAS, Extra Bargains.
Colored Alpacas, New Spring Plaids, Mourning Dress Goods, Children's Dress Goods.
New and Desirable Goods ARRIVING DAILY AT WM. SEMPLE'S, 165, 167 and 169 FEDERAL ST., ALLEGHENY.

SPRING GOODS.
197 AND 199 PENN AVE.
SILKS.
We have just opened our new lines of Black and Fancy Dress Silks, For the Present season, to which we invite the attention of buyers. Our BLACK SILKS are of the very best makes, including "GOLDEN WHEEL" and C. J. BONNET & CO., CASHMERE De LOIE. All at Reduced Prices.
IN FANCY STRIPED SILKS We offer Choice Styles at less than last season's prices.
Plain Dress Silks, In all new Dark Shades, and in Evening Tints.
BLACK TORQUOISE, AND BLACK GRAS DE SUES, For Trimming.
New Hamburg Embroideries. New Style Linen Collars and Cuffs. All the late styles in Neck Ruchings. Latest Novelties in Ladies' Neck Handkerchiefs and Neck Ties. Fine French Corsets. Ready Made Muslin Undergarments of Superior Quality and Finish. French Cotton Hosiery, plain and striped. Real Balbriggan Hosiery. Merino Underwear, Silk Underwear. White Piques, Irish Linen. Striped Linen, Tucked Skirting.
NEW GOODS EVERY DAY, AT LOWEST PRICES.
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CHOICE AMERICAN PAPERS Of all Grades and Prices.
SPECIALTY. Frescoe Painted Tints, Nicer than Paint and Superior to Varnish. A patent preparation in Oil. Sold exclusively by W. P. MARSHALL, No. 47 Seventh Street, (Formerly Irwin), NEAR LIBERTY.

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Has now on hand a large stock of DRY PINE AND HEMLOCK JOIST, PINE, OAK AND CHESTNUT PLANK, BOARDS, LATHS, Pickets, &c., At the very lowest prices.
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Continues to treat with his usual great success, all Private Diseases. Perfect cures guaranteed. Spermatorrhoea or Seminal Weakness, resulting from self-abuse or sexual excess, producing nervous debility, night emissions, despondency, dizziness, dimness of sight, pimples on the face, weakness of mind and body, and finally impotency, loss of sexual power, sterility, &c., unfitting the victim for marriage or business and rendering life miserable, are permanently cured in shortest possible time. Gonorrhoea, Gleet, Stricture, all urinary diseases and Syphilis, (all forms) consisting of skin eruptions, ulcers, &c., are perfectly cured, and the blood-poison thoroughly eradicated from the system.
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1,000 Sides Buenos Ayres Sole; 400 " Springfield Oak Sole; 100 doz. French Calf and Kip of the most approved Brand, With a full assortment of Saddlers and Shoemakers stock wholesale and retail.

GET THE BEST Howe Standard SCALES.
Warehouses and Mill Trucks Tucker's Patent Alarm Till, Grocers Fixtures. Scales repaired.
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KEYSTONE MARBLE WORKS.
For a Fine Monument, a Good Head Stone, or all kinds of Work for the Cemeteries, go to C. MILLER'S, No. 45 Butler street, near the Cemetery Gate, Pittsburgh, Pa.

CEMENT.
100 bbls Rosendale; 200 bbls Louisville; 150 bbls Cumberland;
For sale by J. B. CANFIELD, 116 Water street. Jan. 26, 1874.

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DAY.
THE "BAJOU" KID GLOVES.
A full line of the above well known and celebrated make of Kid Gloves in Black and Colors.
NEW HATS AND BONNETS, And a beautiful stock of New Spring Flowers.
Ladies' Full Sets Collars and Cuffs, In colors to match dresses.
New Sash Ribbons As low as 37½ cents for White and Roman Striped.
Hamburg Edgings, Laces, &c.
The celebrated Glove-Fitting BAZAR PATTERNS, For which we are the Sole Agent for Western Pennsylvania Received as soon as published.
NOVELTIES AT WM. SEMPLE'S, 165, 167 and 169 FEDERAL ST. ALLEGHENY.

NEW ENGLISH WALKING JACKETS AND SUITS! AT WHITE, ORR & CO. 25 Fifth Avenue.

Bona Fide Reductions ON PANIC PRICES.
Winter Undershirts and Drawers, A complete line at 20 to 50 cents on the dollar off.
Fine English and French Cloth Gloves, AT LESS THAN HALF-PRICE.
Fine Dress Shirts, French Yoke, At 20 per cent. discount.
Hamburg Embroideries, Linen Handkerchiefs, Real and Imitation Laces, Ribbons, Scarfs, &c., At one-half their former value.
EMBOSSED FELT SKIRTS, At 75c, $1.00 and $1.50 each.
Owing to a change in our firm soon to take place, bargains can now be hand.
Macrum & Carlisle, 27 Fifth Avenue.

STOVES, RANGES, &c.
THE FIERY FURNACE,

MANUFACTURED BY Graff, Hugus & Co., ALSO, SILES' IMPROVED Star Range. Improved Double-Oven
BOSTON RANGE, VAN'S PATENT
PORTABLE RANGE. Parlor and Cook Stoves,
Fine and Common Enameled Grate Fronts, Fine and Common Enameled Fenders, Nickel Plated Grate Fronts, Nickel Plated Fenders, Wash House Furniture, Wash House Stoves, Coal Hole Doors.
WHOLESALE AND RETAIL, 206 and 208 Liberty Street!

L. H. SMITH & CO., 190 Liberty St.
Manufacturers and Dealers IN THE CHILSON New Cone Furnaces WELLMAN REFLECTOR Grates and Stoves, MARBELIZED SLATE MANTELS. ALSO Common Fronts and Grates, HOT AIR REGISTERS AND VENTILATORS, &c.

SPEEDILY CURED.
ALL FORMS of Venereal, Private and Nervous diseases, at the old established Girard Medical Institute, No. 172 Second avenue, between Smithfield and Grant streets, Pittsburgh, Pa.
Syphilis, Gonorrhea, Gleet, Stricture, Orchitis, Hernia, and all Urinary diseases are cured in the shortest possible time that will insure permanent relief. Spermatorrhoea or Seminal weakness or Impotency, as the result of self-abuse in youth or excess in maturer years and which produce some of the following effects, as emissions, blotches, debility, dizziness, nervousness, dimness of sight, cough, indigestion, constipation, dependency, confusion of ideas, aversion to society, loss of memory and sexual power, and which unfit the victim for business or marriage, and ultimately causing insanity and consumption, are thoroughly and permanently cured. Medicine supplied at the Institute. A medical pamphlet relating to private diseases sent in sealed envelope for two stamps. All communications confidential.
Patients treated by mail or express, but where possible it is best to visit the city for personal consultation, or address GIRARD MEDICAL INSTITUTE, No. 172 Second avenue, Pittsburgh, Pa. Office from 9 A. M. to 7 P. M. Sundays by appointment.

FISH FOR THE LENTEN SEASON.—Finnan Haddies, Smoked Halibut, Mess Herring in small kegs for family use, Mess and No. 1 large Mackerel, choice Codfish, just received from Boston, and for sale by JOHN A. RENSHAW & CO., Corner Liberty and Ninth streets.

FINANCIAL.

FRANKLIN SAVINGS FUND

And Safe Deposit Co.,

Corner 7th Avenue and Smithfield Street.

Incorporated by Legislature of Pennsylvania.

CAPITAL, - - - $250,000.

Interest allowed on Deposits. Short Loans on Valuable Property, Real or Personal. Discounts daily. Open daily from 9 A. M. to 3 P. M., and on Saturdays from 7 to 9 P. M.

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Exchange on Germany, France, England and Switzerland at lowest rates. Collections made promptly on all parts of the United States and Canadas. Particular attention given to all business of correspondents.

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JOSEPH LAURANT, Cashier.

DAILY GAZETTE.

FINANCIAL.

Latest Advices Concerning Money and Stock Matters.

OFFICE OF THE PITTSBURGH GAZETTE, THURSDAY, March 11, 1874.

The presence of eastern capital for investment has, during the past ten days created some interest among both borrowers and lenders in our city for several days past, but has not seriously interfered with current monetary affairs. Rates rule as usual, from eight to twelve per cent, according to the quality of the paper offered. Real estate transactions are becoming more active, and a slight improvement in rates is reported. The sale of stocks in our city shows that they are held at good rates.

We are gratified to notice that Pennsylvania railroad stock has advanced quite considerably since the report of the Board of Directors, and the failure of the movement to "bear" the stock. This report shows that the road is one of the soundest in the country, and the stock the cheapest.

There was a slight improvement in the general market in stocks,—but an unequal market, some stocks declining, while the general market advanced.

Luther S. Kauffman, Broker, No. 96 Fourth Avenue, furnishes the following quotations of bonds and stocks from the latest advices by telegraph:

	Opened.	Closed.
Gold	111⅞	112
U. S. Sixes—1881—coupons	119⅝	119⅝
Do., do. 1881	119⅜	119⅝
5-20's 1862	117	117
5-20—1864	119⅛	119
" 1865	120⅜	120⅜
" 1865 new	118⅜	118⅜
" 1867	119⅛	119⅛
" 1868—coupons	119⅛	119
10-40's	113⅜	113⅝
Currency 6's	116⅜	116⅜
New 5 per cents	114⅛	114⅛
10-40's—coupons	113⅜	113⅝

RAILWAYS.

	Opened.	Closed.
New York Central	104⅜	105⅜
Erie	44⅜	44
I. C.	106	106
B. H. & E.	1⅜	1⅜
C. C. & I. C.	30	30⅜
St. Paul	42⅜	43⅜
Do. preferred	64	64⅜
Michigan Southern	78⅜	79⅜
Do. Central	85	88
North Western Common	52⅜	54
Do. preferred	75⅜	72
Rock Island	105	106⅜
Cleveland & Pittsburgh	87⅜	88
Pacific Mail	42⅜	43
Western Union Telegraph	74	75⅜
Ohio & Mississippi	30⅜	30⅜
Union Pacific	33⅜	33⅜
Toledo & Wabash	46⅜	47⅜
Harlem	131	131⅜
A. & P. preferred	17⅜	17⅜
Chicago and Alton	104⅜	104
Adams Express	96	96
American Express	61⅜	61⅜
U. S. Express	71	71⅜
W., Fargo & Co. Express	77	77
Quicksilver	29	31
Canton	72⅜	70
Terre Haute	11	11
Panama	111	115
Fort Wayne	94⅜	94⅜
Merchants Union Express	23	23
Hannibal and St. Joseph	30	30

Messrs. Robinson Bros., bankers, No. 78 Fourth avenue, furnish the following quotations of active stock on the Philadelphia Stock Board to-day:

	Closed.
Penna. Central	52⅜
" scrip	98
United Cos. of N. J.	123
Oil Creek	17⅜
Lehigh Valley	61⅜
Central Transportation	44⅜
Empire do.	52

NEW YORK, March 11, 1874.

The Treasury disbursements were $209,000, and the customs receipts $488,000. Money closed easy at 3@4. Gold ranged 111⅞@112, closing at 112. The carrying rates were flat to 4 per cent. The clearings were $17,000,000. Sterling closed firmer at 485 for sixty days and 487@487¼ for sight. State bonds were quiet and nominal. Governments were strong and in good demand. Stocks in early dealings declined ¼@¾, but soon recovered, became strong in the last hour, and closed at an advance of ½@1½ in the entire list. The principal activity and improvement were in Union Pacific, Lake Shore, Northwest, St. Paul, Rock Island, and Wabash and Western Union. The sales between 10 and 2 o'clock amounted to 131,800 shares. The short interest was very large. The market closed strong, at about the highest prices of the day.

Governments.—U. S. coupons, 1881, 119¾; 5-20's '62, 117; do. '64, 119; do. '65, 120¼; do. '65, new, 118⅜; do. '67, 119¼; do. '68, 119; new 5's, 114⅛; 10-40's, 113⅝; currency 6's, 117⅜.

State Bonds.—Tennessee, old, 91¼; do. new, 90; Virginia, new, 40; do. old, 32; North Carolina, old, 28¼; do. new, 19¼.

Stocks.—Canton, 70; Western Union Telegraph Co., 75¼; Quicksilver, 31¼; Adams Express, 96; Wells, Fargo & Co.'s Express, 76; American Express, 61¼; United States Express, 71¼; Pacific Mail, 43; New York Central, 106⅜; Erie, 44⅜; do. preferred, 70; Harlem, 130¼; do. preferred, 130; Michigan Central, 88; Pittsburgh, Fort Wayne & Chicago, 87¼; Northwestern common, 54; do. preferred, 72; Rock Island, 105⅝; New Jersey Central, 104¼; St. Paul, 43¾; do. preferred, 64¾; Toledo & Wabash, 47¾; do. preferred, 71; Fort Wayne, 94⅝; Terre Haute, 11; do. preferred, 30; Chicago & Alton, 104¼; do. preferred, 107; Ohio & Mississippi, 30⅜; Cleveland, Columbus & Cincinnati, 78¼; Burlington & Quincy, 103; Lake Shore, 79¼; Panama, 31¼; Illinois Central, 106; Union Pacific, 33¾; Central Pacific, 94¼; Union, 85¼; Hartford & Erie, 1¾; Delaware & Lackawanna, 110¼.

LONDON, March 11—5 P. M.—Consols: money 92@92¼; 5 20s of '65, 109¼; do of '67, 109; 10-40s, 103¼; new 5s, 104⅝; New York Central 95½; Erie, 41¼; preferred 65¼.

PARIS, March 11.—Rentes 60f 50c.

FRANKFORT, March 11.—5-20s of '62, 98¾.

COMMERCIAL.

Condition of the Markets at Home and Abroad.

PITTSBURGH MARKETS.

OFFICE OF THE PITTSBURGH GAZETTE, WEDNESDAY, March 11, 1874.

Trade in commercial circles is still reported dull; there seems to be a general complaint among our merchants that business has fallen off recently instead of improving, as was expected, but we are in hopes with the advent of fine weather and improved condition of the country roads, that there will soon be a decided change for the better. At the present writing the demand for nearly all of the leading staples is restricted entirely to supplying immediate wants, while as regards prices, there have been no important fluctuations within the past twenty-four hours.

APPLES—Selling in a jobbing way at $2,50@4,50 ₩ brl. for common to choice.

APPLE BUTTER—65@75c ₩ gallon.

BEANS—In better supply, and if anything, weaker; quotable at $2@2,35 per bushel, as to quality.

BUCKWHEAT FLOUR—4@4¼c per lb.

BUTTER—Continues to come in freely, and dealers nearly all report the market easier but prices as yet are still maintained, 40@43 for good to prime, and 45 for choice. Some well informed operators are inclined to the belief that the highest notch has been reached, and that the next change will be downward.

CRANBERRIES—Quoted at $13@15 ₩ brl, as to quality.

CHEESE—Is coming in very sparingly, and with a steady demand prices are firm but unchanged: prime Ohio Factory, 17@17½; New York, 18@18½.

COUNTRY BACON AND LARD—Shoulders, 6@7; Ribbed Sides, 7@7½; Clear Sides, 8@8½; Hams, 9½@10½. Country Lard, 8@9.

DRIED FRUIT—Peaches still reported at 10@12 for mixed, and 14@15 for halves. Apples, 8@9c, according to quality.

EGGS—The market is well supplied, but with a steady demand, prices are pretty well sustained: fresh may be quoted at 18@20.

FLOUR—The demand continues meagre, and the market is weak, but prices are still maintained; $6,75@7,75 for spring wheat; $7,75@8,25 for red winter wheat, and $9@10 for white. Rye Flour, $5,50@5,75.

GROCERIES—The following is what the Baltimore Gazette, of Tuesday, has to say in regard to Coffee: "There is no inquiry whatever for Coffee from the trade here, though there are some small sales making for consumption, and it is quite evident that the trade, as a rule, regard the market as dangerously high, in view of the fact that the new crop, which it is conceded will be a very large one, some estimates putting the Brazil crop as high as four millions of bags, will shortly begin to come forward, while at the present rate of consumption the supplies here and yet to come forward of the old crop, are ample to meet all demands." Sugars continue dull with a drooping tendency. The rice production of the United States for 1873-74, 160,367 tcs; as compared with total production of United States for 1872-73, 87,400 tcs; showing increase of this year over last of 12,887 tcs. Messrs. O'Hara & Bullard, of Boston, in their monthly circular, take a very favorable view of the position, stating that over half the crop of Georgia and the Carolinas, and three fourths of the Louisiana has been marketed. Foreign firm, and in fair demand for Rangoon.

SUGARS.—Patent Cut Loaf, 12¾; Crushed, Powdered and Granulated, 11¾; Standard A, 10¾; B, 10⅝; Ex. C, 10; Circle C, 9⅞; Franklin Extra C, 9¾; Franklin No. 2 Extra C, 9⅝; American Extra C, 9; Yellow Sugars, 8 to 9, as to quality.

COFFEE—Choice Rio, 31@32; good to prime, 30@31; fair, 28@29, Roasted 1 pound packages, 35c; loose, 34¾.

MOLASSES—Strictly prime new crop New Orleans, 80c; fair to prime old, 70@75.

SYRUPS—Extra White Drips, 70c; Sugar Drips, 60c; Amber, 60@65; lower grades, 35@40, as to quality.

RICE—Choice Carolina, 9¾; Patna, 8⅜c; Rangoon, 8@8¼c.

GRAIN—The market for Wheat continues very dull in consequence of the unsatisfactory condition of the market for the product—the former is considerably higher relatively than the latter, and for the time being there is not enough doing here to establish quotations. There is a continued fair demand for Ear Corn, and with a very limited supply and light receipts, the market is firm and higher: we now quote at 73@75. Shelled is also scarce, but there is not so much inquiry for it. Rye is selling upon arrival at $1@1.05. The Oat market is, if anything, firmer, as the receipts recently have been light, but prices remain as last quoted, 53@55. Nothing doing in Barley.

HOMINY—$5@5.50 ₩ barrel.

HAY—There is a fair demand for baled, but the supply is fully equal to it, and prices remain as last quoted: $18@22, ₩ ton, as to quality and condition.

ONIONS—$4@5 ₩ brl.

POULTRY—Dressed Chickens, 12@13; Ducks, 14@15; Turkeys, 16@17.

POTATOES—The arrivals have fallen off considerably during the past week, but the market is fully supplied, and prices are no higher. We continue to quote Peach Blows at $1.30@1.35 per bushel, in a jobbing way, and $1.20@1.25 on track.

PROVISIONS—Extra Sugar Cured Hams, ₩ lb, 12¾. Ex. Sugar Cured Shoulders, 9¾; Sugar cured Breakfast Bacon, 12 cts. Extra Sugar Cured Dried Beef, 16½. Beef tongues, $7.50 ₩ dozen. Bacon Shoulders, per lb, 8c. Bacon Rib Sides, 9½c. Bacon Short Rib Sides, 9¾c. Bacon Clear Rib Sides, 10c. Mess Pork, $16.50 per barrel. Refined Lard for summer use, in tres, 10¾. Do. half bbls, 10¾c. Do. bkts 11¼. Do. in 3 lb. caddies, 12¾c. Do in 5 lb. 12¾c do. in 3 lb. pails 13¾c ₩ pound. Do. in 6 lb. pails, 13. Do in 5 lb. pails, 13½. Ham Sausage, 10c.

RAGS—Woolen very dull; quoted at half a cent per lb; Cotton still quotable at 2¾@3c.

SEEDS—Both Clover and Timothy Seeds are offering freely and dull, but prices are nominally unchanged: $5.25@5.50 for the former, and $3,25@3,50 per bushel for the latter. Flax Seed is in steady demand at $2,20.

PITTSBURGH LIVE STOCK MARKET.

CENTRAL STOCK YARDS, EAST LIBERTY, WEDNESDAY, March 11, 1874.

Following were arrivals of the different kinds of stock from and including Sunday up until noon to-day, and in order to afford a comparison we append those of the corresponding time last week:

	Cattle	Hogs	Sheep
Sunday	72 cars	31 cars	13 cars
Monday	53 "	9 "	5 "
Tuesday	54 "	15 "	13 "
Wednesday—till noon	23 "	7 "	18 "
Total	202 "	62 "	49 "
Same time last week	259 "	85 "	63 "

CATTLE.

The arrivals, as will be seen, thus far, have been considerably below those of the corresponding time last week, and then there was a larger proportion of through stock, so that the supply of market cattle was comparatively light, and with a full average demand, the market is active and strong at an advance of 25 to 37½c per cwt. Buyers, especially, those from Philadelphia, are complaining bitterly, claiming that prices are entirely too high, but cattle they must have, and they are obliged, however, distasteful as it may be, to pay the advance. We do not think they ought to complain, for it is nothing unusual for them when there is an oversupply here, to crowd prices down, and sellers certainly have the same right to crowd the market the other way when the opportunity is presented, as has been the case this week. The sales up until noon to-day footed up 224 head, against 845 during same time last week, and when we left the yards, there were but few remaining unsold. Cattle have been selling just about as fast as they arrived all week and it was very generally conceded that very full prices were being obtained. The highest price reported was 6¾, which was paid to Holmes, Lafferty and Co. by Simon Ulery for two cars, said to be very fine, averaging 1,570 lbs, and the next best sale was made by Sadler, Havens and Co. to L Shamberg, one car at 6¾; Hedges, Huff and Co. had a drove which they were holding at 6¾, but at last accounts it was unsold. There is no question but what these are pretty stiff figures, taking the eastern markets as a basis, but we incline to the belief that there must be an advance in the markets in question, especially for the finer grades, as the supply of this kind is falling off, and now that game and poultry are about out of season, there will no doubt be an increased consumption of beef. The clear cold weather, no doubt, had something to do with the improved tenor of the market.

QUOTATIONS.

Extra 1,500 steers	6.62@6.75
Extra 1,400 steers	6.40@6.50
Prime 1,300 steers	6.12@6.25
Prime 1,100@1,200 steers	5.75@6.00
Good 900@1,000 steers	5.00@5.50
Stockers 200@800	4.00@4.50
Bulls, as to quality	3.50@4.75

The New York World very pertinently remarks: "To an observant outsider it appears a trifle singular that both drovers and slaughterers, taking their own statements for facts, should lose money for several consecutive weeks without some effort to change the current, or at least some abatement of the volume of their business. Even with the better feeling and quicker sales to-day it is claimed that the Chicago Cattle make no money for their owners; that the drovers sold here at 10¾c@11c ₩ lb., to dress 57 lbs, cost 5¼@5¾c ₩ lb live weight in Chicago, and lose nearly 100 lbs. by shrinkage. Is would expect that with no change for the worse here the cattle would net a fair profit, and butchers are beginning to suspect that the constant murmuring by Chicago speculators is either a chronic habit, or feigned for effect upon the eastern markets as a basis. There is a great deal of truth in the last clause of the above paragraph; it seems to be chronic with some operators to complain and grumble. They, according to their own statement, were never known to strike a good market or make any money, yet they continue to peg away, they are always on hand.

HOGS.

The run of hogs thus far has been comparatively light, and bids fair to continue so during the balance of the week, and this, together with an increased demand, has caused quite a reaction in the market. Last week there was no inquiry deserving of the name, for shipment to Philadelphia, as shippers obtained all and more than they could handle on consignment; this week there has been considerable inquiry and the market is almost bare. hence prices have advanced ¼ to ⅜ of a cent ₩ lb and the tendency is still upward, as the supply is not equal to the demand. As is always the case, one extreme follows another—it is either a feast or a famine. There is no doubt but what it was the deadlock last week that has caused the large falling off in the receipts this week, as holders in the west, under the influence of the reports which they received from here, would either hold their stock or ship to some other market. Prime Philadelphia hogs, weighing say from 275@300 lbs. may be fairly quoted at 6.30@6.40, and good to prime Yorkers, weighing say from 175@200 lbs, at 5.50@5.60.

SHEEP.

The arrivals from and including Sunday up until noon to-day footed up 49 cars, against 63 during the corresponding time last week; the market, notwithstanding the decreased arrivals, is no better, but it is fully as good as it was last week. Sheep have been selling mainly upon arrival, and at about last weeks rates; there was nothing sold above 7.20 that we could hear of, but anything verging on to fancy would no doubt have brought from 25 to 30c per cwt more. Extra fine wool, 100 lbs. 7¼@7.25 lbs, 6¾@7; 80@85 lbs, 5½@6. Extra 120@130 lbs open wool, 7¼@7½; 100 @110 do., 6¾@7.

PITTSBURGH PETROLEUM MARKET.

OFFICE OF THE PITTSBURGH GAZETTE, WEDNESDAY, March 11, 1874.

The Crude market was reported weaker to-day, with little or nothing done, as there seems to be a stand off between buyers and sellers; in other words, the former do not seem to be disposed to buy, in view of the depressed and very unsatisfactory condition of the market for the product, while the latter are not pressing sales. May be quoted nominally at $1.50@1.60, with from all that we can learn, but little disposition manifested to either buy or sell. Refined was very quiet to-day, and prices are entirely nominal at 11½@11¾ on cars here, for eastern shipment, and 14¼ delivered in Philadelphia. Stocks, notwithstanding the shipments from this point continue light, are reported large both in Philadelphia and New York, while tonnage is scarce, and the foreign advices continue unfavorable.

Barrels continue dull and nominal at $1.65 for countries, and $1.70 for city make.

CRUDE OIL RECEIVED BY ALLEGHENY VALLEY RAILROAD.

Shipper	Consignee.	Bbls.
S A Young	Cosmos O. W.	468
Bushnell	Crystal O. W.	1,323
Duncan	American O. W.	692
Total		2,483

REFINED OIL SHIPPED EAST ALLEGHENY VALLEY R. R. & WEST PENNA. R. R.

Shipper.	Consignee.	Bbls.
Wormser M & Co.	Waring Bros & Co.	50
Lockhart & Frew	Warden F & Co.	363
Total		413

Cincinnati Iron Market.

CINCINNATI, March 11.—Wm. Means reports as follows: The want of a demand necessary to take up all the pig iron offered is not altogether owing to the late panic, but is in a measure chargeable to the increased production, which was stimulated by the extremely high prices of the last two years. Experienced iron men have for some time predicted a gradual decline of prices in view of the increased number of bituminous furnaces operated and projected, and on account of the charcoal furnaces being pushed to their utmost capacity. It is therefore quite probable that the panic only precipitated a result which must soon have followed excessive competition.

IMPORTS BY RAILROAD.

PITTSBURGH, FORT WAYNE & CHICAGO R. R.—1 car iron, Lewis O & P; 1 car lime, W W Wallace; 25 brls flour, J Porterfield; 20 do, Caskey & S; 1 car lumber, McQuewan & D; 1 do w turnings, W M Stone; 1 do rye, W Welsh & Co; 2 do hay, M F Herron; 4 brls eggs, 5 do butter, Scott & W; 44 do apples, Voigt M & Co; 40 bags rags, Frazier & M; 10 doz brooms, Arbuckles & Co; 20 do, L J Blanchard; 3 brls butter, J McIntyre; 3 kegs do, 7 brls eggs, Bahmer Bros & Co; 5 tubs butter, J A Graff & Co; 10 do, D McMillan & Co; 10 tubs butter, 58 pkgs lard, Loh & C; 100 barrels lime, Mills & Co; 3 do eggs, H Rea Jr; 2 do, Voigt M & Co; 3 do, 2 kegs butter, E Fox & Co; 1 car m iron, Graff B & Co; 3 brls eggs, 3 do meat, Loh & C; 25 bdls leather, C P Markey; 10 brls o setts, Voigt M & Co; 55 tres lard, 15 brls m pork, R Owens; 200 brls flour, Elwood & McC; 100 do, B H Voskamp.

CLEVELAND AND PITTSBURGH R. R.—4 cars oil brls, Central Ref Co; 1 do lumber, R P Burgan; 1 do, Union P Mill Co; 1 do, G A Mundorff; 1 do, W J Martin; 1 do, Slack & S; 150 brls lime, Bryce W & Co; 91 jugs m syrup, Loh & C; 74 do, J J Pettitt & Co; 166 do, E Moye & Co; 120 do, Vangorder & S; 225 do 3 bxs butter, Voigt M & Co; 120 half brls fish, Johnson & Co; 117 bdls wood in shape, T Hare & Bro; 16 brls and kegs oil, J B Sneathen; 124 brls g apples, Taylor & M; 5 sks potatoes, Dr W H Hamilton; 20 pkgs matches, Reymer Bro; 10 jugs m syrup, G Arbuckle; 44 do, G W McClure; 5 bxs mdse, Harris & E; 5 bdls s iron, J McQuistin; 8 bxs mdse, R E Sellers & Co; 29 brls m pork, Schomaker & Co; 10 bxs tobacco, S Ewart & Co; 5 brls whisky, Getty & Co; 4 do, Rodelheim B & Co; 100 tres lard, E H Myers & Co.

PITTSBURGH, CINCINNATI & ST. LOUIS R. R.—1017 plates spelter, Moorhead & Co; 5 brls flour, 22 do o meal, Shomaker & Co; 50 tres w grease, 17 do hams, F Sellers & Co; 45 brls tar, Pgh Tar and Chemical Works; 1 car b hay, M F Herron & Co; 75 bkts lard, Dorrington Bros; 400 sacks flour, T C Jenkins; 1 car hay, L G Graff and Co; 100 brls flour, Hanna Wood and Co; 1 car ear corn, Hitchcock McCreery and Co; 1 car chimneys, J Lindsay; 10 brls eggs, H Riddle Son and Co; 9 do, O Barnett; 1 car s iron, Maloney and L; 6 kgs butter, 10 brls eggs, J A Graff and Son; 1 car lumber, W C Hopper; 5 hhds tobacco, Weyman Bro; 10 tubs butter, Loh and C; 10 tierces beef, Walker C and Co; 10 brls oil, R Owens and Co; 20 do flour, 2 tres sausage, Watt L and Co.

ALLEGHENY VALLEY RAILROAD.—1 cars lime stone, Isabella F Co; 2 do Shoenberger B and Co; 2 do Carnegie K and Co; 24 do coal, Sable C Co, 26 do N Y and C G C Co, 1 do A V R R Co, 1 do r acid, Pgh A W, 1 do brick, Shoenberger and Co, 1 do junk, W McKinney and S; 1 do lime, W J Baughman; 1 do clay, Star F B Co; 1 do lumber Barton and Keeney, 3 do Anshutz and Co, 1 do glass pots, Rochester T Co, 2 do 1 oil, Renn and Co, 1 do sand, W Allen, 2 do r material, Keystone B Co; 62 pieces tile, P C Reniers, 8 brls apples, J Cummings, 1 calf W Hoffman, 6 do J Hoffman, 1 do G Doenberger, 2 do P Lutz.

ALLEGHENY STATION.—1 car staves, Penna S Co; 2 do, J M Hemphill; 1 do p lead, Armstrong F & Co; 1 do s iron, Pgh Forge & I Co; 1 do cotton, R Knox & Son; 1 car lumber, Hamilton L A & Co; 1 do f seed, M B Suydam; 5 brls flour 28 sks do, J Relliev & Sons; 32 hides 2 brls tallow, W Flecous & Son; 100 do lime, J Craig; 1 car staves C Kollar; 1 do lumber, Barker & B; 1 do, Reed Bro; 1 do, Mullen S & Co.

RECEIPTS AT PITTSBURGH GRAIN ELEVATOR—2 cars barley, Spencer McK & Co; 9 do, J Rhodes; 1 do wheat, L G Graff & Co; 2 do wheat, Marshall K & Co.

MARKETS BY TELEGRAPH.

Chicago.

CHICAGO, March 11, 1874.

FLOUR—Steady; good to choice shipping superfine extra $5,50@5,90; Minnesota $6,00@6,70.

GRAIN—Wheat dull and lower; No 1 spring $1,24; No 2 $1,19¼; regular $1,21, fresh, cash; $1,20¼ seller April; $1,24¼ seller May. Corn dull and lower; No 2 mixed 61¼c cash; 61¾c seller April; 64¼c seller May; rejected 60@61c. Oats dull and lower; strictly fresh 44¼@44½c cash; 44c seller April. Rye steady; No 1 86@86½c strictly fresh. Barley quiet; No 1 $1,50@1,52c; No 2 $1,37@1,40.

PROVISIONS—Unsettled. Pork closed steadier; cash nominal $14,37¼; seller April $14,50; seller May $14,75. Lard steady and in moderate demand; quoted at 8¾c for seller April. Bulk meats steady and in moderate demand; shoulders 5½c loose; short rib middles sold at 8c packed. Bacon firm; shoulders 6¾c; short rib middles 8¾@8¾c.

New York.

NEW YORK, March 11.—Cotton weak at 16¾c. Flour a shade firmer; superfine western and State, $5,85@6,15; common to good, $6,30@6,40; good to choice, $6,80@6,90. Whisky a shade firmer at 97c. Wheat quiet; No. 2 spring, $1,53@1,54; No. 2 Milwaukee, $1,57@1,59; No. 3 spring, $1,45@1,50. Barley, rye and malt quiet. Corn scarce and firmer; new western mixed, 85@88c; new and old afloat 90@91c. Oats less active; mixed western, 63@65c; white, 64@66c. Hay—heavy, $1,00. Hops steady at 20@25c. Groceries dull. Crude petroleum 6½c; refined, 14¾c. Leather steady at 27½@30c. Pork heavy at $16,00. Beef and cut meats unchanged. Middles heavy; long clear 9¼@9¼c. Lard heavy at 9¾c, spot; 9¾c for April. Butter firm; western 35@40c. Cheese firm at 11@16¾c.

New Orleans.

NEW ORLEANS, March 11.—Flour in good export demand; superfine $5,50; double $6,25@6,40@7,50; family $7,75@8,50. Corn quiet at 74@75c. Oats 58@62c. Bran active and firm at 90@95c. Hay dull; prime $19; choice $21. Pork dull at $16 25. Dry salt meats scarce at 6¼@8¾@8¾c. Bacon dull and held at 7¾@9¼@9¾c. Hams 11¾@12¼c. Lard dull; tierce 9@9¼c; keg 9¼c. Sugar dull; common 6¾c; fair 7¼c; fully fair 7¾@7¾c. Molasses: choice scarce at 75c. Whisky dull; Louisiana 93c; Cincinnati $1,01. Coffee 23¼@27c. Corn meal scarce and higher at $3,75. Cotton: demand fair; sales of 6,700 bales; good ordinary to strict good ordinary 13@14c; low middling to strict low middlings 14¾@15½c; middlings to strict middlings 15¼@16c; good middlings 16¼@17c; receipts 6,773; exports: continent 9,796; Great Britain 2,191; stock 285,197; unsold 197,500.

Cincinnati.

CINCINNATI, March 11.—Cotton, flour and barley quiet and unchanged. Wheat firm at $1.45. Corn firm at 63@65c. Oats steady at 46@54c. Rye steady at $1,01. Pork easier at $15@15,12½. Lard dull and nominal; steam 8¾@8¾c; kettle 9c. Bulk meats steady and in moderate demand; shoulders 5¾@5¾c; clear rib 7¾c; clear 8c. Bacon quiet at 6¾@8¾@9c. Whisky: demand fair and market firm; 93c.

Milwaukee.

MILWAUKEE, March 11.—Flour active; superfine $5,95. Wheat steady; moderate demand; No. 1 Milwaukee $1.28¾; No. 2 $1,23¼. Oates: demand good at full prices; No. 2 43½c. Corn steady, moderate demand; No. 2 mixed 61c. Rye firm; No. 1 fresh 83c. Barley: demand fair and market firm, No. 1 $1,52¼.

Philadelphia.

PHILADELPHIA, March 11.—Flour in improved demand; superfine $5@5,05. Wheat dull; red $1,60@1.78. Rye steady at 90@92c. Corn in good demand; new yellow 84c; old 83c. Oats dull; white 60@62c; mixed 56@57c. Crude petroleum 10¾c; refined 14¾@14½c. Whisky in improved demand at 97c.

Baltimore.

BALTIMORE, March 11.—Flour firm and unchanged. Wheat quiet; Ohio and Indiana $1,60@1.65. Corn strong at 86c. Oats steady at 57@60c. Rye firm at 90@92c. Provisions firm. Pork $16.25@16.50. Bulk shoulders 6¾@6¾c; clear rib 8¼@8¾c. Butter 40@42c. Lard 9¾c. Coffee dull and nominally unchanged. Whisky 96¼c.

Toledo.

TOLEDO, March 11.—Flour: demand fair and market firm. Wheat: demand active and prices advanced; amber Michigan $1,60; seller April $1,52¾; seller May $1,57; seller June $1,57½. Corn dull and declined; high mixed cash and seller April 69½c; seller June 72c; no grade 65½c. Oats active; No 1 53c; No. 2 49½c.

Foreign.

LIVERPOOL, March 11.—Cotton quiet; middling upland 7¾d; Orleans 8@8¼d; sales 12,000 bales; American 7,800 bales; speculation and export 3,000 bales. Breadstuffs quiet and unchanged.

ANTWERP, March 11.—Refined petroleum 32f.

Louisville.

LOUISVILLE, March 11.—Cotton quiet at 15½c. Flour and wheat quiet and unchanged. Corn firm at 70@72c. Oats firmer at 60@65c. Pork $15,12½. Bulk shoulders 6c; clear rib 8c; clear 8¼c. Bacon quiet and unchanged. Lard: tierce 9c; kegs 9½c. Whisky 92½c.

Cleveland.

CLEVELAND, March 11.—Wheat quiet; No. 1 red $1,56; No. 2 $1,47@1,48. Corn steady at 69@70c. Oats dull at 48@50c. Petroleum dull; standard white car lots 11½@12c; Ohio test to 150 16@16½c.

Nashville.

NASHVILLE, March 11.—Flour, grain and provisions quiet and unchanged in every respect. Whisky 98c.

Oswego.

OSWEGO, March 11.—Wheat quiet; No. 1 Milwaukee $1,57. Corn firm; 80c. Barley quiet and unchanged.

Memphis.

MEMPHIS, March 11.—Flour, grain and provisions quiet and unchanged in every respect.

Live Stock.

BUFFALO, March 11.—Cattle: receipts 969; total for the week 4,777; market active and strong at last week's prices; about 1,700 disposed of at range of $5,12½@6,12½ for western steers. Sheep and Lambs: receipts 2,400; total for the week 5,600; market active at an advance of ¼@½c over last week. Hogs: receipts, 2,400; total for the week 12,700; the market was slow at ¼c advance; Yorkers $5,12½@5,37½; heavy hogs $5,37½@5,75.

NEW YORK, March 11.—Beeves: receipts 1,000; market active and firmer at an advance of ¼c; offerings exclusively native steers, common to prime and sold at 10½@12¾c; all sold before 11 o'clock A. M. Sheep: only 890 received since Monday; pens empty and market ceases firm at 6@8c. Swine: receipts 8,360, making 11,840 for two days; none offered alive; dressed firm at 7@7½c for city and 6¾@7c for western.

CHICAGO, March 11.—Cattle: receipts 2,000, market for good grades fairly active and prices steady; sales of fair to good steers at $4,60@5,20; choice $5,30@5.65; good Texans $4,35@4.60; shipments 1,100. Hogs: receipts 6,200; market active and higher; light smooth lots $5,25@5.65; heavy $5,50@6; shipments 4,598. Sheep: receipts 950; market active, and on extra grades higher; sales of good to choice $5,50@6,75; extra $7@7,35.

Dry Goods.

NEW YORK, March 11.—The trade movement with the manufacturers' agents was slow and unsatisfactory to-day, and the market was feverish and excited, owing to a break in certain make of prints and domestics. Atlantic sheetings are reduced ¼c. The *Daily Bulletin* says: "The following prints are reduced by agents: Arnold's to 9¼c, Garner 8c cash, Amoskeag 7c cash, Wamsutta 6¼c cash, Allen's 9¼c, and Bristol 9c." Prints are selling freely at reduced prices. Woolens are quiet. Shawls are active.

Wool.

BOSTON, March 11.—Wool quiet; Ohio and Pennsylvania fleeces, extra, medium and double extra 52½@57c; Michigan, Wisconsin and New York 49@54c; superfine and extra pulled 39@60c, latter price for a choice eastern superfine; combing and delaine 55@62½c; scoured 45c@$1,05; noils 43@45c.

Receipts Pig Metal, Ore and Blooms.

PITTSBURGH FT. WAYNE AND CHICAGO RAILROAD, P. R. R. LESSEE.

Isabella Furnace.o	18	Graff B & Co,m	2
Total			20

CLEVELAND AND PITTSBURGH R. R.

McKnight D & Co.o	2	Reese G & W. o	2
Shoenberger B & Co. o	8	Byers McC & Co. p	4
Lucy Furnace.o	1	Lloyd and B. p	2
Caughey and H. o	2	Pgh Bolt Co.o	1
Total			22

PENN'A CENTRAL RAILROAD.

J Moorhead. m	5

ALLEGHENY VALLEY R R.

Phillips N & Co.m	4	J Moorhead.m	1
Zug & Co.m	1		
Total			6

SCRAP IRON, &c.

W. J. HAMMOND.

DEALER IN

WROUGHT AND CAST IRON,

Wrought Turnings, Cast Turnings, Old Rail Road, Locomotive Tyre, Old Car and Driving Wheels, Old Boilers,

BRASS COPPER, LEAD AND ZINC.

W. J. HAMMOND,

Corner Eleventh and Duquesne Way, Pittsburgh Pa.

BRIDGE WORK.

UNION IRON MILLS.

Carnegie, Kloman & Co.,

PITTSBURGH,

MANUFACTURERS OF

BRIDGE IRON,

Patent Solid Rolled Wrought Iron Beams, Girders, Channel Iron, Angles, Plates, Axles, Post Iron, Splice Bars and Merchant Bar.

Special attention given to unusual shapes and sizes

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Lithograph of Sections and Book of detailed information, giving calculations of strains, &c., furnished on application.

KEYSTONE BRIDGE CO.

BUILDERS OF

Iron and Wooden Bridges,

Wrought Iron Turn-Tables, Roofs, &c.

OFFICES:

Cor. Fifty-first and Harrison streets, Pittsburgh. No. 426 Walnut street, Philadelphia. No. 211 Washington avenue, St. Louis, Mo.

I HAVE THIS DAY PURCHASED the interest of H. KENNEDY in the firm of HASLETT & KENNEDY.

GEO. W. HASLETT.

PITTSBURGH, February 2, 1874.

NEW MAPLE SYRUP. 100 jugs choice Fayette county Maple Syrup just received and for sale at the Family Grocery Store of JOHN A. RENSHAW & CO., Corner Liberty and Ninth streets.

RIVER NEWS.

State of the Rivers, Movements of Steamboats, &c.

The river continues to recede steadily at this point, with eight feet in channel. Weather clear and pleasant, and very favorable for business at the wharf, which, while it cannot be called active, is nevertheless, about all that can be expected.

The Exchange arrived from Cincinnati with a good trip, and as will be seen by card, she is announced for a return trip forthwith. She is in all respects an A1 boat.

The Mollie Ragon, from Wheeling, arrived and departed.

The Messenger departed for Nashville, with between 400 and 500 tons on boat and barge and engagements below.

The Carrie V. Kountz was due from St. Louis last night, and will doubtless be found in port this morning.

The Rover and barges will positively take her departure for St. Louis to-day, and shippers should bear this in mind.

The towboat B. D. Wood arrived, and the Stella departed for Louisville, with a tow of 12 barges.

Captain John L. Rhodes is on the Grand Jury. No better man could be found for the place, although we know the captain would rather have been excused.

The Iron Mountain is announced to take her departure for St. Louis and the Upper Mississippi on Saturday.

The Allegheny was reported falling at headwaters yesterday. Monongahela stationary.

The Granite State was so unfortunate as to break her shaft on her last down trip.

—"Yesterday's Cincinnati Gazette says: The R. W. Skillinger will arrive from Pittsburgh to-day.—The Thos. Sherlock is coming up the river with as happy a party as ever enjoyed a ride on a steamboat.—The My Choice arrived from Pittsburgh yesterday with a tow of coal, and returned with a tow of empty barges.—The Juniata was down to Aurora to put off 50 tons of iron. Returning, she will take on, at Lawrenceburg, 1,000 sacks wheat and a lot of hay for Pittsburgh.—The Telegraph brought down the Granite State's broken shaft. Capt. Kerr came down on the Telegraph, and intended to take a look at the shaft of the defunct Prima Donna, which is supposed to be of the proper dimensions. If not, he will have a new shaft made either at Cleveland or Pittsburgh.

—The Grand Lake was making fast time when she passed Vicksburg last Friday on her way to Louisville. She made the run from a point opposite Vicksburg around the second point and out of sight, a distance of 12 miles, in 48 minutes, which is equal to the Bob Lee's time on her fast run.

—The Shotwell Coal and Mining Company are furnishing coal to steamboats at their mines near Caseyville, at 9c per bushel. They are also furnishing coal at the same figure to steamers bound down stream, charging nothing for the use of barges.

—Nat. P. Drew, an old and well known Cumberland and Mississippi River pilot, died at his home in Smithland, Ky, on Tuesday last, of heart disease. The deceased was born in County Tyrone, Ireland, in 1819, and removed to this country when a small boy.

—The Coal Hill and tow for the Ohio didn't leave St. Louis till Saturday morning. On Friday she ran over a skiff at Carondelet. It was occupied by three men, one of whom was drowned.

—Captain Jesse L. Dortch, who has been confined to his bed in Nashville for several weeks by sickness, is recovering.

—The towboats Fred. Wilson, John A. Wood and Oakland arrived at New Orleans last Friday with 986,000 bushels of coal in 49 boats.

—The Ironsides was to leave St. Louis Sunday morning for Pittsburgh with a tow of ore. Jas. McDonald is master, and John Evalyn pilot.

RIVER PACKETS.

For Cincinnati.

THURSDAY, March 12th—4 P. M.

THE FINE PASSENGER STEAMER EXCHANGE.

S. SHUMAN.................Commander
J. M. VANDERGRIFT...............Clerk.

Will leave as announced above.
For freight or passage apply on board or to FLACK & COLLINGWOOD, FAIRMAN & HENDERSON, Agents.

For St. Louis.

THURSDAY, March 12.

THE TOWBOAT ROVER AND BARGES.

— GREENLEE...............Commander

Will leave positively as announced above. Through receipts given to Memphis, Vicksburg and New Orleans.
For freight apply to GHRIEST & MACKEY, FLACK & COLLINGWOOD, Agts.

For St. Louis, Dubuque and St. Paul

SATURDAY, March 15.

THE SPLENDID TOWBOAT, IRON MOUNTAIN AND BARGES.

WM C. GRAY...............Commander

Will leave as announced above.
The Iron Mountain is now ready to receive Freight for all points on the Upper Mississippi.
For freight only apply to GHRIEST & MACKEY, or FLACK & COLLINGWOOD, Agents, Or to R. C. GRAY, 94 Water street.

INSURANCE.

UNION INSURANCE CO.

OF PITTSBURGH.

Office—116 Smithfield St., Second Floor, MELLON'S BUILDING.

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This is a home company, offering good security to the insured. Risks taken at reasonable rates, and losses promptly settled and paid.

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Of Allegheny City Pa.,

Fire and Marine

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W. J. CARSON, General Agent.

Western Insurance Company

OF PITTSBURGH.

Incorporated April, 1849.

CAPITAL, - - - - - - $225,000.

Fire and Marine Insurance

Losses Promptly Adjusted and Paid.

Office First National Bank Building, corner of Fifth avenue and Wood street.

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OF PITTSBURGH.

Office, No. 67 Fourth Avenue.

Insures against all kinds of Fire and Marine risks.

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SAMUEL C. GRIER & CO.,

Dealers in

ANTHRACITE AND BITUMINOUS

COAL,

Offices and yards—Cor. Grant avenue and Ft. W. R. R Crossing, and cor. Rebecca and Ridge streets, ALLEGHENY CITY, PA.

Prompt attention given to filling orders.

COAL! COAL! COAL!

Dickson, Stewart & Co

Miners, Shippers and Dealers in

FAMILY, NUT AND BLACKSMITH COAL.

Office and Yards—567 Liberty

Particular attention given to filling orders the above coal.

Coal! Coal! Coal

JAMES McNULTY,

Shipper and Dealer in

Family, Nut and Blacksmith Coal,

Office and Yard,

Opposite Second Ward School House, on Ross Street.

Also, corner 18th and Josephine streets and P., V. & C. Ry., South Side.

Particular attention paid to supplying families in the city.

CHARLES H. ARMSTRONG,

DEALER IN

Youghiogheny and Connellsville Coal,

AND MANUFACTURER OF

COAL, SLACK AND DESULPHURIZED COKE

OFFICE AND YARD, corner Butler and Morton streets, Liberty and Clymer streets, Ninth ward, also Second street, Eighth ward, and at the foot of Ross street, P. & C. R. R. Depot, Second ward.

Orders left at either of the above offices, or addressed to me through Pittsburgh P. O., will receive prompt attention.

Refer to whom I am supplying: Hussey, Wells & Co., Wm. Smith, Union Iron Mills, S. S. Fowler & Co., Mitchell, Stevenson & Co., Bissell & Co., Graff & Hugus, Alexander Bradley, Park, Bro. & Co., Park, McCurdy & Co., Reese, Graff & Dull, Wm. M. Faber & Co., J. B. Lyon & Co., James Marshall & Co., Allen, McKee & Co., Union Depot Hotel, Connellsville Railroad, Pennsylvania Railroad, Allegheny Valley Railroad.

SPECIAL NOTICES.

IMPORTANT NOTICE.

Drs. Jordan and Davieson

Beg to inform their friends, patients, and the public generally, that owing to their increase of practice they are compelled, reluctantly, to discontinue their branch office in this city, and in future are to be consulted only at their head office,

1625 Filbert Street, Philadelphia.

Just published: "Practical Observations on Nervous Debility and Premature Decay," being a synopsis of Lectures delivered at the great Institute of Anatomy, 807 Chestnut street, Philadelphia, to which is added an important essay on MARRIAGE, the whole illustrated with numerous interesting cases from actual practice. This interesting work will be forwarded on receipt of 25 cents, stamps. Address DRS. JORDAN & DAVIESON, 1625 Filbert street, Philadelphia.

All orders will receive immediate attention. Address 1625 Filbert street, Philadelphia.

PRIVATE DISEASES—OFFICE 194 PENN STREET, next door to the St. Clair Hotel. For the cure of all diseases of a private nature in from two to four days, by an entirely new and safe treatment. Also, seminal weakness, impotency, and all other diseases of the genital organs, and their prevention. A cure warranted, or money refunded. His Diploma in the office, and is a regular physician of 30 years standing in this city, and has cured over 10,000. For circulars, etc., address DOCTOR W., 194 Penn street, Pittsburgh, Pa. Office hours from 8 A. M. to 12 M., from 1 to 3, and 6 to 7 P. M., Sundays excepted.

OBSTACLES TO MARRIAGE.—Happy relief for young men from the effects of Errors and Abuses in early life. Manhood restored. Impediments to Marriage removed. New method of treatment. New and remarkable remedies. Books and circulars sent free, in sealed envelopes. Address, HOWARD ASSOCIATION, No. 2 South Ninth St., Philadelphia, Pa.,—an institution having a high reputation for honorable conduct and professional skill.

TRUE MARRIAGE GUIDE, 260 pages, fine illustrations. A book for private, careful reading, by both sexes, married or single, explaining wonders and mysteries of sexual system, reproduction, marriage impediments, &c., causes, consequences and cure. Price 50 cents, at office, or by mail, sent securely sealed. Address, DR. WHITTIER, 96 Penn street, Pittsburgh, Pa.

PRESCRIPTION FREE FOR THE speedy Cure of Seminal Weakness, Lost Manhood, and all disorders brought on by indiscretion or excess. Any druggist has the ingredients. Address Dr. E. HILTON & CO., Cincinnati, Ohio.

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Also, Wilkesbarre Anthracite Coal.

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L. J. BLANCHARD & CO.,

Wholesale and retail dealers in

Groceries, Teas,

Foreign and Domestic Fruits, &c.,

NO. 396 PENN STREET,

Goods delivered in the city free of charge.

FIRST ARRIVAL IN CITY.

New Crop N. O. Molasses.

CHOICE AND STRICTLY PRIME.

To be had only

Watt, Lang & Co.,

172 and 174 WOOD STREET.

FLOUR. FLOUR.

Hanna, Wood & Co.,

WHOLESALE DEALERS IN

Flour, Grain, Mill Feed, &c.,

112 SECOND AVENUE.

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PRODUCE

COMMISSION MERCHANT,

(White Front,) 215 Liberty Street,

PITTSBURGH, PA.

From the above notice it will be seen that I have succeeded Mr. JAMES O'BRIEN in the Produce Commission business. I respectfully tender my services to shippers and others, and by prompt attention to business ask a share of your patronage.

W. M. GORMLY.

ALLEN KIRKPATRICK & CO.,

Wholesale Grocers

AND DEALERS IN

Clover and Timothy Seed.

Orders Promptly filled at Lowest Market Prices. Quality Guaranteed.

Allen Kirkpatrick & Co.,

271 Liberty Street.

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And Dealer in

HAY, GRAIN AND PRODUCE,

205 LIBERTY STREET, Pittsburgh, Pa.

Orders for shipment and consignments solicited and promptly attended to.

ROBERT J. LAW. JOHN McDOWELL.

LAW & McDOWELL,

COMMISSION MERCHANTS

And Wholesale and Retail Dealers in Grain, Feed and Produce, No. 62 SOUTH DIAMOND STREET, ALLEGHENY CITY, PA.

Orders for shipment promptly executed. Particular attention given to consignment of all kinds of Country Produce.

DAVID McMILLAN..........JOHN A. FINNEY.

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NO. 359 LIBERTY STREET, PITTSBURGH, PA.

We handle all kinds of Country Produce, Flour, Seeds, Grain of all kinds, and Hay and Straw by car load a specialty.

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KEIL & RITCHART,

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50 WEST DIAMOND, ALLEGHENY CITY.

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And Wholesale and Retail dealer in FLOUR, GRAIN, FEED AND PRODUCE, NO. 11 WEST OHIO STREET, Allegheny City. Orders for shipment promptly executed. Particular attention given to consignments of all kinds of Country Produce.

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JOHN SHIPTON..........A. WALLACE.

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COASTWISE AND WEST INDIA STEAM LINES,

Via Philadelphia, for

Havana, Cuba—Weekly.
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Norfolk and Richmond, Va.—Tri-weekly.
Boston and Providence—Semi-weekly.

Through rates given to Portland and Bangor, Maine, and other principal cities in New England. Freight carefully handled and forwarded promptly. For through rates, or other information, apply to AGENT PENNA. R. R. CO., Pittsburgh,
Or WM. P. CLYDE & CO., General Managers, 12 South Delaware avenue, Philadelphia.

PASSAGE

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TICKETS to and from any European port for all the principal lines of steamers.
PASSPORTS procured on shortest notice.
DRAFTS AND LETTERS OF CREDIT on all the principal cities of Europe and America.
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Banker, Broker, General Agent, &c.,

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A. M. BARR,

143 Smithfield Street,

Agent for Inman, White Star, National, Guion State Line and Allan Line of steamers. Passengers booked by either of the above lines, sailing twice a week to and from New York and Liverpool, calling at Queenstown each way. Drafts issued on England, Ireland, Scotland, and all the principal towns in Europe from £1 and upward.

Packages sent promptly to any part of Europe. Foreign Gold and Silver bought. Collections promptly made.

Office hours from 9 A. M. to 4 P. M. Saturday until 8 P. M. All business entrusted to my care will receive prompt attention.

FINANCIAL.

GEO. S. RIDDLE, Pres't. J. W. HALL, Vice Pres't.

FRANKLIN SAVINGS BANK,

NO. 43 OHIO STREET,

ALLEGHENY.

CAPITAL - - - - $200,000.

Stockholders Individually Liable.

DIRECTORS:
Geo. S. Riddle, D. Macferron, Simon Drum,
J. W. Hall, R. H. Knox, E. W. Cartwright,
Geo. D. Riddle.

Discount days every Tuesday and Saturday.
JAS. H. RIDDLE, Cashier.

HOBOKEN SAVINGS BANK.

176 Liberty Street,

Second Door Above Market, Pittsburgh.

CAPITAL - - $200,000.

DIRECTORS.
W. A. Reed, R. Robinson,
Jacob Rush, William Freeman,
S. H. Nesbit, R. M. Leonard,
Paul H. Hacke.
President—R. ROBINSON.
Vice President—P. H. HACKE.
Cashier—JOHN MURPHY.

A general banking business conducted. Interest paid on time deposits. Deposits received in any amount from $1 upward. Accounts solicited.
Bank open from 9 A. M. to 3 P. M., and on Saturdays from 6 to 8 P. M.

Allegheny Savings Bank,

ALLEGHENY, PENNA.

ORGANIZED IN 1845.

Stockholders Individually Liable.

At an election for Directors of this Bank on the 20th inst., the following named persons were elected Directors for the ensuing year:

JAS. L. GRAHAM, President.
JOHN W. RIDDLE, Cashier.

DIRECTORS.
D. De Haven, Andrew Ackley,
John Davidson, John A. Scott,
James McBrier, Henry Palmer

Particular attention given to collections, and proceeds promptly remitted at current rates of exchange.
Interest allowed on time deposits.

BANK OF INDUSTRY.

NO. 110 FIFTH AVENUE.

CAPITAL PAID IN, $100,000.

CHARTERED BY THE LEGISLATURE.

Directors—Joseph Hastings, Peter O'Neil, Harry Darlington, Geo. Wilson, Mathew Mawhinney, John Kaiser, Thomas McMichael, B. F. Kennedy, John Kelly.

JOSEPH ROSS, President.
JAMES McLAIN, Vice President.
M. HANRAHAN, Cashier.

A provision in the Charter of this Bank enables married women and minors to deposit and check out their money without fear of interference from husbands or guardians.

City Deposit Bank

AND TRUST CO.,

Corner Penn and Collins avenues, East End.

Capital, - - $100,000.

Interest allowed on time deposits. Discounts daily.
J. I. MARCHAND, President.
B. M. EVERSON, Cashier.

DIRECTORS.
Thos. Brown, W. H. Denniston
Alex. Bates, J. C. Beecher,
Jas. Connor, A. H. Gross,
Wm. Dick, G. O. Negley.

Park Savings Bank,

No. 192 FEDERAL STREET,

ALLEGHENY CITY:

CAPITAL, - - - $100,000,

Stockholders individually liable. Interest paid on time deposits.

DIRECTORS.
James Rafferty, George Stewart,
Wm. Anderson, Thompson Gilleland,
R. M. Gray, Hugh Richardson,
Isaac Rigby,
H. Hunneshagen.
JAMES RAFFERTY, President.
A. N. BURCHFIELD, Cashier.

PITTSBURGH Savings Bank,

No. 188 LIBERTY STREET.

CAPITAL, - - - $300,0

STOCKHOLDERS INDIVIDUALLY LIABLE.

SIX PER CENT. allowed on Time Deposits. Discounts daily. Special attention paid to Collection and Remittances.

DIRECTORS.
J. T. Stockdale, Owen Morgan,
R. L. Wood, Jr., W. J. Kountz,
Jesse H. Lippencott, Alexander Reynolds,
W. Ackley, Adam Weaver,
E. Maginn,
J. T. STOCKDALE, President.
THOMAS ROGERS, Jr., Cashier.

Commercial Banking Company

No. 93 FOURTH AVENUE, PITTSBURGH.

CAPITAL...............$300,000.

Stockholders Individually Liable.

W. H. EVERSON, President. W. C. MACRUM, Cashier.

DIRECTORS.
Alexander Bates, John Lindsay,
A. H. English, J. A. Blackmore,
W. H. Everson, John O. Phillips,
Wm. Francis, B. F. Wilson,
O. F. Wharton, W. W. O'Neil,
Jacob Kiss.

Collections made on all accessible points of the United States and Canada.
Interest allowed on Time Deposits.
Prompt attention given to all business of Correspondents.

ANCHOR SAVINGS BANK,

No. 153 Wylie Avenue,

CORNER ELM STREET,

PITTSBURGH, PA.

CAPITAL STOCK, - $100,000

A. M. BROWN, ESQ., President
DAVID STEEN, Vice President
JAS. H. SCOTT, Cashier.

DIRECTORS.—A. M. Brown, David Steen, J. D. Strous, W. S. Foster, M. D., John Kelly, David Gilmore, R. H. Smith, Geo. Glass, and Wm. M. Vogleson.

Open for business from 9 A. M. to 4 P. M., and Saturday evenings from 6 to 8 o'clock.
Interest allowed on Time Deposits.
Liberal accommodations to current depositors.
Loans made on Bonds, Mortgages, Commercial Papers, &c.
Discount days—Tuesdays and Fridays.

PEOPLE'S SAVINGS BANK

Of Pittsburgh.

NO. 58 FOURTH AVENUE,

PITTSBURGH, PA.

CASH CAPITAL, - - - - - $300,000.

INCORPORATED 1866.

Office: No. 83 FOURTH AVENUE,

(In Safe Deposit Co.'s Building.)

President—HENRY LLOYD,
Vice President—WILLIAM REA,

TRUSTEES:
Henry Lloyd, William Rea,
Thomas Wightman, E. P. Jones,
R. H. Hartley, Geo. W. Hailman,
Hon. J. K. Moorhead, Edward Gregg,
Hiram Stowe.
Secretary and Treasurer,
SIDNEY F. VON BONNHORST.

Six per cent. interest allowed on time deposits. Investments made in Government and Real Estate Securities.
Bank open daily, except Sundays, from nine o'clock A. M. to four o'clock P. M., and on Saturday Evening from six to nine o'clock.

Hart, Caughey & Co.,

BANKERS AND BROKERS,

Cor. Fourth Ave. and Wood St.,

PITTSBURGH, PA.

Successors to Hanna, Hart & Co.,

DEALERS IN

Exchange, Coin, Coupons,

And particular attention paid to the purchase and sale of

GOVERNMENT BONDS,

Also, Sight Drafts on London.

GEO. B. HILL, C. HANSON LOVE, JAS. N. HILL

Geo. B. Hill & Co.,

Bankers and Brokers,

58 FOURTH AVENUE,

PITTSBURGH, PA.,

We Buy and sell on commission all kinds of

STOCKS, BONDS, MORTGAGES,

Government Securities,

NEGOTIABLE PAPER, &C.

Collections made on all accessible points. Interest allowed on time deposits.
Passage Tickets by the National Line, comprising some of the largest steamships afloat, from or to, London, Liverpool, Queenstown, Londonderry and Glasgow.
DRAFTS payable on demand in any part of England, Wales, Ireland and Scotland, at lowest rates.

GEO. B. HILL & Co.

N. Holmes & Sons,

BANKERS,

No. 57 Market Street,

PITTSBURGH, PA.

Collections made on all the principal points of the United States and Canadas.

Stocks, Bonds and Other Securities Bought and Sold on Commission.

Particular attention paid to the purchase and sale of

United States Securities.

Allegheny National Bank

OF PITTSBURGH,

No. 33 Fifth Avenue.

CAPITAL STOCK, $500,000.

J. W. COOK, President.
R. W. MACKEY, Vice President.
W. McCANDLESS, Cashier.

FINANCIAL.

American Bank

NO. 80 FOURTH AVENUE,

Pittsburgh.

CASH CAPITAL, - - - - $300,000.

Stockholders Individually Liable.

BANK OF DEPOSIT AND DISCOUNT.

JOHN FLOYD, President. WM. FLOYD, Cashier.

DIRECTORS.
Thomas M. Marshall, John M. Murtland,
Wm. T. Shannon, Archibald Wallace,
James W. Arrott, James D. Kelly,
Charles B. Leech, Wm. Floyd,
John Floyd.

Collections made to all points in the United States and Canadas. Prompt attention paid to correspondents.

PENN BANK,

118 Wood Street, Pittsburgh.

Capital - - $250,000

Bank of Discount, Deposit and Savings.
Deposits received of $1.00 and upward.
Six per cent. paid on Time Deposits.
Special attention given to Collections and Correspondence.

JAMES H. HOPKINS—President.
FRANK RAHM, D. W. C. CARROLL, } Vice Presidents.
JACOB H. WALTER—Treasurer.
T. BRENT SWEARINGEN—Secretary.
W. N. RIDDLE—Cashier.

DIRECTORS.
Geo. Bingham, Samuel Severance,
Daniel Hugus, Jas. Herdman,
F. B. Laughlin, Geo. C. Davis,
F. S. Ihmsen, David Z. Brickell,
Phillip Reymer, Alfred H. Logan,
John S. Slagle, Thos. Hare.

FOUNDERS & MACHINISTS.

A. HARTUPEE

MANUFACTURER OF

HARTUPEE'S PATENT COMPOUND

AND OTHER

Improved Engines.

HARTUPEE'S PATENT GRATE BARS,

CLAY MILLS FOR BRICK MAKERS.

Also CASTINGS of any size and weight for ROLLING MILLS, &c., made to order.

Office and Works, corner 1st avenue and Short street, Pittsburgh, Pa.

National Foundry & Pipe Works

The largest and most complete

PIPE FOUNDRY

IN THE WORLD

Capacity, 200 Tons Gas and Water Mains Daily.
Contractors for Erection of Gas and Water Works Complete.

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Orders for all sizes and quantities respectfully solicited.

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ESTABLISHED 1808.

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MANUFACTURER OF

Light Machinery Castings,

SUGAR KETTLES,

PLUMBERS' CASTINGS, SASH WEIGHTS

WINDOW LINTELS AND SILLS.

OFFICE AND WAREROOMS,

29 WOOD STREET.

ANCHOR MACHINE WORKS

And Foundry.

LINDSEY, MURRAY & CO.,

Nos. 34, 36, 38, 40 and 42 Penn Ave.,

PITTSBURGH, PA.,

Manufacturers of

Marine and Stationary Engines.

Machinery of every description made to order. Mill, Furnace and Machinery Castings furnished on short notice. Repairing promptly attended to.

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(Successors to ROBINSON, MINIS & MILLER.)

Washington Works

FOUNDERS AND MACHINISTS,

PITTSBURGH.

Manufacturers of Boat and Stationary Steam Engines, Blast Engines, Mill Machinery, Gearing, Shafting Castings of all descriptions, Oil Tanks and Stills, Boiler and Sheet Iron Work.

Office—No. 13, CORNER FIRST AVENUE and SMITHFIELD STREET.

Agents for GIFFARD'S PATENT INJECTOR for feeding Boilers.

ATLAS WORKS,

Twenty-Eighth Street,

Founders and Machinists,

IN

Heavy Work. Steam Engines.

THOS. N. MILLER, President.

WILLIAM A. HARRIS

Providence, R. I.,

BUILDER OF THE

HARRIS-CORLISS ENGINE,

With Harris' Patent Improvements.

Send for Circulars.

C. H. Onions & Co.,

Rolling Mill and Machinery Castings, Pipes, Rolls, Plates, Ore Crushers, Stoves and Hollowware and general Castings.

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MONT BLANC FOUNDRY.

TOMLINSON & M'KEE.

Manufacturers of BRIDGE, ROLLING MILL, BLAST FURNACE and MACHINERY CASTINGS of every description.

Railroad street, between 29th and 30th streets, PITTSBURGH, PA

DICKSON, MARSHALL & CO.

IRON CITY FOUNDRY,

Manufacturers of Bridge, Rolling Mill, Blast Furnace and Machinery Castings.

CORNER OF LIBERTY and TWENTY-THIRD STREETS, Pittsburgh, Pa.

Thos. Carlin & Co.,

Fourth Ward Foundry and Machine Works,

SANDUSKY STREET, ALLEGHENY CITY, PA.,

Manufacturers of Stationary and Portable Steam Engines, Oil Presses, Pulleys, Shafting, Grist and Saw Mill Work, Rolling Mill and Machine Castings, Grate Bars, Weights, Wagon Boxes, &c. Built to order and have on hand Engines of all sizes.

PITTSBURGH TAR CHEMICAL WORKS,

MANUFACTURERS OF

Pitch, Iron and Asphalt Varnish, Carbolate Powder, the Universal Disinfectant—Carbolic Acid, Crude Acid Purified Benzoles, and other Products of Coal Tar.

Office—No. 69 FIFTH AVENUE, UP STAIRS.
WORKS—Adjoining the Gas Works, Allegheny.

OILS, &c.

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OFFICES:

111 WALNUT STREET, Philadelphia.
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SEVENTH AND DUQUESNE WAY, Pittsburgh

COMMISSION MERCHANTS IN

PETROLEUM.

Warehouse, Point Breeze, Schuylkill River, Philadelphia.
Shipments of Crude and Refined Oil solicited. Advances made on consignments.

Waring Brothers,

Successors to WARING & KING,

COMMISSION MERCHANTS

IN

Petroleum and its Products,

37 Fifth Avenue,

Philadelphia address,
Waring Brothers & Co., 307 Walnut street.

ELKINS, BLY & CO.,

Riverside Oil Refinery,

Manufacturers of

Carbon and Head Light Oils,

And Dealers in

LUBRICATING OILS,

Duquesne Way and Ninth St., Pittsburgh.

Orders from the Wholesale Trade solicited.

HARDWARE.

C. WHITMORE, THOS. H. LANE, CHAS. T. NEALE, M. H. WOLFF, JNO. D. CHERRY.

Whitmore, Wolff, Lane & Co.,

IMPORTERS AND DEALERS IN

HARDWARE AND CUTLERY,

Sign of the Anvil.

No 50 WOOD STREET.

PITTSBURGH.

TUBE WORKS.

GRAFF TUBE WORKS.

WILLIAM GRAFF & CO.,

MANUFACTURERS OF

Plain and Galvanized Wrought

IRON PIPE,

FOR GAS, STEAM AND WATER.

No. 140 FIRST AVENUE, Pittsburgh, Pa.

Pipe of any Size, Length or Thickness furnished to order. Also, Pipe cut and fitted to plans for mills, &c.

PLOW WORKS,

ALEXANDER SPEER & SONS

(Successors to HALL & SPEER,)

Pittsburgh Globe Plow Works,

Manufacturers of every description of

PLOWS, HARROWS AND ROAD SCRAPERS, PLOW CASTINGS, CULTIVATORS,

Steel Plow Molds made to any shape or pattern.

IRON AND STEEL.

FORT PITT IRON AND STEEL WORKS.

REESE, GRAFF & WOODS,

MANUFACTURERS OF

IRON and STEEL,

OFFICE AND WAREHOUSE:

At the Works, Thirty-second St., near Penn, PITTSBURGH, PA.

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A. GARRISON & CO.,

MANUFACTURERS OF

Chilled and Sand

ROLLS

Of acknowledged Superior Quality, at the Lowest Current Prices.

ORE AND CLAY PULVERIZERS,

ROTARY SQUEEZERS,

Haskins' Patent Double Spiral Pinions,

AND

ROLLING MILL CASTINGS.

OF EVERY DESCRIPTION,

Office and Warehouse,

NO. 209 LIBERTY STREET.

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W. B. Scaife & Sons,

Nos. 119 and 121 First Ave.,

79, 81, 83, 90 and 93 Sec. Ave., and 78 Third Ave.

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Erect in any part of the United States,

IRON ROOF FRAMES.

MANUFACTURERS OF

CORRUGATED IRON

The best article in use for covering or siding Wooded Frame Buildings.

ONLY MANUFACTURERS OF

SCAIFE'S PATENT WROUGHT

Iron Dome Head

Kitchen Range Boiler,

Every Boiler Tight and Tested at 130 lbs. Pressure.

SHEET AND PLATE IRON WORK,

AND COPPER PIPES.

WAYNE IRON AND STEEL WORKS.

BROWN & CO.,

Manufacturers of the

Wayne and "U. S." Brands of

IRON AND STEEL,

Bar, Rod, Hoop, Sheet and Tank Iron, Extra Horse Shoe Iron, Wagon Box Iron, Iron Plow Beams, Flanged Landside Iron, Light T Rails, 12 to 18 lbs. per yard, Splice Bars, "U. S." Boiler Plate and Fire Box Iron, and Boiler Heads, all Flanging, Boiler and Tank Rivets, extra quality. Wayne and "U. S." BEST REFINED STEEL and Cast Steel. Also, Iron Centre Cast Steel for plows and cultivators, Tire Steel, Lay Steel, Grain Drill Steel, Flanged Landside Steel and Steel Plow Beams. All descriptions of Iron and Steel made to order for Agricultural Implements, Plow Moulds, Shares, Cultivator Shovels, Rolling Coulters, &c., cut to any desired pattern.

Near Union Depot.

Office and Works,

Cor. Duquesne Way and Tenth St., PITTSBURGH, PA.

Our "U.S." Brands warranted to be unexcelled.

Pennsylvania Iron Works.

EVERSON, GRAFF & MACRUM

Manufacturers of every description of

Sheet and Bar Iron,

Flat, Bar, Round, Square, Band, Hoop, Tank and Boiler Iron,

Fine and Common Sheet Iron.

Office at Works, SECOND AVENUE, immediately above upper Monongahela bridge

PITTSBURGH, PA.

IRON CITY IRON WORKS.

Rogers & Burchfield,

MANUFACTURERS OF

SHEET IRON

OF EVERY DESCRIPTION.

Office and Warehouse—No. 125 WATER STREET, Pittsburgh, Pa.

Special attention paid to Fine Sheets for Trunks and Stamping purposes.

PHOENIX ROLL WORKS.

JAMES B. YOUNG & CO.

PATENT SEMI-STEEL and CAST IRON

CHILL ROLLS,

SAND ROLLS AND PINIONS,

Haskin's Patent Double Spiral Pinions,

Cast and Finished to Order at Lowest Current Rates.

41st, 42d and Valley R. R., Pittsburgh.

STEEL WORKS.

PITTSBURGH STEEL WORKS

ESTABLISHED 1845.

ANDERSON & WOODS,

MANUFACTURERS OF

Best Refined Cast Steel

OF EVERY DESCRIPTION. ALSO,

Best Refined German Plow and Spring Steel

CORNER ROSS AND FIRST AVENUE, Pittsburgh, Pa

SHEFFIELD STEEL WORKS

SINGER, NIMICK & CO.,

PITTSBURGH.

Manufacturers of every description of

Cast and German Steel

STEEL FIRE BOX and BOILER PLATE, ELLIPTIC AND PLATFORM SPRINGS, AXLES, STEEL TIRE, &c., &c.

WAREHOUSE, 83 Water street and 100 First ave.
New York, 86 Gold St., Chicago, 88 Mich. ave
Boston, 127 and 129 Federal St.

Hussey, Wells & Co.,

Manufacturers of every description of

CAST STEEL,

Office and works—PENN AND SEVENTEENTH STREETS, Pittsburgh, Pa.

Black Diamond Steel Works

PARK, BRO. & CO.,

Manufacturers of all descriptions of

STEEL.

OFFICE and WAREHOUSE—30th, 31st and Railroad streets, Pittsburgh.

CRESCENT STEEL WORKS.

Miller, Barr & Parkin,

OFFICE: No. 339 LIBERTY STREET, PITTSBURGH, PA.

RAILROADS.

PENNSYLVANIA RAILROAD. — ON and after Sunday, November 9d, 1873, trains will leave Union Depot, Pittsburgh as follows:

MAIN LINE EASTWARD.

PACIFIC EXPRESS daily, at 2:50 a. m., arriving at Harrisburg 11:30 a. m., Philadelphia 4:10 p. m., New York 7:35 p. m.
CINCINNATI EXPRESS daily, at 12:00 p. m., arriving at Harrisburg 10:40 p. m., Philadelphia 3:50 a. m., New York 6:50 a. m., Baltimore 3:25 a. m., Washington 6:13 a. m.
PHILADELPHIA EXPRESS daily, except Sunday, 4:30 p. m., arriving at Harrisburg 3:15 a. m., Philadelphia 8:00 a. m., New York 11:35 a. m.
FAST LINE daily, at 7:50 p. m., arriving at Harrisburg 5:00 a. m., Philadelphia 9:10 a. m., New York 12:35 p. m., Baltimore 8:40 a. m., Washington 10:35 a. m.
Mail Trains daily, except Sunday, 7:45 a. m., stopping at all stations.
WALL'S ACCOMMODATION, 6:05, 10:00, 11:45 a. m., 3:10, 6:10 and 11:00 p. m. Sunday, 12:40 p. m.
BRINTON ACCOMMODATION, 7:00 a. m., 4:50, 5:30 and 9:20 p. m. Sunday, 9:20 p. m.
WILKINSBURG ACCOMMODATION.....2:40p.m
JOHNSTOWN ACCOMMODATION.....3:50p.m
Trains arrive at Union Depot as follows:

MAIN LINE WESTWARD.

Mail Train daily, except Monday.....1:00a.m.
Fast Line daily, except Monday.....1:55a.m.
Pittsburgh Express daily except Monday.....6:40a.m.
Cincinnati Express daily.....1:40a.m.
Pacific Express daily.....1:55p.m.
Way Passenger daily.....5:35p.m.
Wall's Accommodation, 6:40 and 8:25 a. m., 1:00, 3:40 and 6:45 p. m. Sunday, 10:00 a. m.
Brinton Accommodation, 7:45 and 9:00 a. m., 6:45, 7:25 and 11:10 p. m.
Wilkinsburg Accommodation.....6:45p.m.
Johnstown Accommodation.....10:45a.m.

WEST PENNSYLVANIA DIVISION

From Federal street Depot, Allegheny City,
MAIL TRAIN, connecting for Butler.....6:35a.m
EXPRESS connecting for Butler.....3:05p.m
FREEPORT ACCOM.....9:30a.m. and 4:17p.m
SPRINGDALE ACCOM.....8:05 and 6:10 p. m.
FAIRVIEW ACCOMMODATION.....10:40a.m
Trains arrive at Federal street Depot:
Express, connecting from Butler.....10:00a.m
Mail Train, connecting from Butler.....5:40p.m
Freeport Accommodation.....8:20a.m. and 2:55p.m.
Springdale Accom., 6:30 a. m. and 6:05 p. m.
Fairview Accommodation.....10:50p.m

The Excelsior Baggage Express Company will call for and check baggage from hotels and residences. Time cards and full information can be obtained at the ticket offices, No. 78 Fifth avenue, and the Union Depot.

D. M. BOYD, JR., General Passenger Agent.
A. J. CASSATT, General Manager.

PITTSBURGH, FORT WAYNE & CHICAGO RAILWAY, CLEVELAND & PITTSBURGH RAILROAD.

On and after Dec. 14, 1873, Trains will leave from and arrive at the Union Depot, Pittsburgh, City Time, as follows:

LEAVE.		ARRIVE.	
Fast Line	2:24am	Pacific Express	1:35am
Chicago Mail	6:13am	Wheeling Ex	10:55am
Cl. & Wh'g M'l	6:45am	Chicago Express	11:55am
Erie & Asht. Ex	7:13am	Cl. & Wh'g Ex	1:45pm
Chicago Express	12:13am	Chicago Mail	2:15pm
Cl. & Wh'g Ex	1:14pm	Erie & Asht. Ex	2:45pm
Pacific Express	2:30pm	Cl. & Wh'g Ex	6:45pm
Wellsville Ex	4:25pm	Cl. & Wh'g Ex	7:35pm
Erie & War. Ex	4:25pm	Fast Line	11:45pm

DEPART FROM ALLEGHENY / ARRIVE IN ALLEGHENY

Beaver Falls Ac	6:35am	Leetsdale Accom	7:35am
Leetsdale Accom	10:25am	Leetsdale Accom	7:35am
Leetsdale Accom	12:05pm	Beaver Falls Ac	8:15am
Sharps. & Asht. Ac	1:25pm	Enon Accom	8:25am
Enon Accom	2:45pm	Sharp. & Asht. Ac	9:35am
Leetsdale Accom	3:35pm	Leetsdale Accom	12:05pm
Beaver Falls Ac	4:25pm	Beaver Falls Ac	3:35pm
Leetsdale Accom	5:35pm	Leetsdale Accom	5:35pm
Leetsdale Accom	10:35pm	Leetsdale Accom	6:35pm
Fair Oaks Sunday church	12:45pm	Fair Oaks Sunday Church	9:35am

Pacific Express leaves daily. Chicago Express arrives daily.
Fast Line leaves daily, Mondays excepted. Pacific Express arrives daily, Mondays excepted.
All other trains will leave and arrive daily, Sunday excepted.

F. R. MYERS, General Passenger and Ticket Agent.
J. N. McCULLOUGH, General Manager.

ALLEGHENY VALLEY RAILROAD.—On and after 6 A. M., MONDAY, February 23, 1874, trains will leave from and arrive at the Union Depot, Pittsburgh, as follows, (Pittsburgh time):

LEAVE.		ARRIVE.	
Hulton Acc	6:40am	Hulton Acc	6:30am
Buffalo Ex	7:00am	Soda Works Acc	8:55am
Kittanning Acc	11:40am	Hulton Acc	9:10am
Brady's Bend Acc	3:25pm	Brady's Bend Acc	10:10am
Titusville Ex	2:00pm	Kittanning Acc	6:45pm
Hulton Acc	4:35pm	Titusville Ex	6:45pm
Soda Works Acc	6:00pm	Hulton Acc	7:35pm
Hulton Acc	10:50pm	Buffalo Ex	9:45pm

Buffalo Express daily; on Sundays to Oil City only. All other trains daily except Sunday.
Buffalo Express makes close connections, at Red Bank Junction with trains on Eastern extension for Reynoldsville and intermediate stations.
Church train leaves Soda Works at 8:35am, arrives at Pittsburgh at 10:10am, returning leaves Pittsburgh at 12:30pm, arriving at Soda Works at 2:35pm, stopping at all stations.
Orders can be left with Excelsior Baggage Company 78 Fifth avenue, for Baggage to be checked from Hotels or residences to destination.
Ticket offices, No. 78 Fifth avenue and Union Depot.

J. J. LAWRENCE, Gen. Sup't.
THOS. M. KING, Assist. Sup't.
JAMES H. BRAY Ticket Agent.

PITTSBURGH, VIRGINIA & CHARLESTON RAILWAY, TIME TABLE.

On and after MONDAY, March 9th, 1874, and until further notice, trains will leave and arrive at Depot, 392 Carson street, South Pittsburgh, as follows, Pittsburgh Time:

DEPART.		ARRIVE.	
Homestead acc		Homestead acc	6:55a.m
from Ormsby	6:00a.m	Pittsburgh acc	8:55a.m
Through Mail	8:45a.m	Pittsburgh Ex	10:30a.m
Monongahela acc	11:00a.m	Pittsburgh acc	1:35p.m
Monongahela Ex	4:00p.m	Through Mail	4:55p.m
Monongahela acc	6:15p.m		

CHURCH TRAIN leaves Monongahela City every Sunday at 8:00 a. m., stopping at all points for passengers, and reaching Pittsburgh at 10:00 a. m. Returning, leaves Pittsburgh at 1:00 p. m., arriving at Monongahela City at 3:05 p. m.

Packets to and from Brownsville and up river points, connect with Trains at Monongahela City. Morning Passengers from Brownsville reach Pittsburgh 3 hours quicker than by Packet, and may remain until 6:15 P. M. Returning, arrive at Monongahela City to connect with afternoon boat from Pittsburgh.

Through Tickets, via this Route, same as by boat. Baggage Checked Through.

Baggage called for or delivered at Depots, Hotels or Residences by Johnson's Express. Leave orders at Passenger Depot, 392 Carson street. (South Side), or General Office, 61 Fourth avenue, Pittsburgh.

JOHN M. BYERS, Chief Engineer and Superintendent.
WM. J. ROSE, General Passenger Agent.

PITTSBURGH AND CONNELLSVILLE RAILWAY—Pittsburgh, Washington and Baltimore "Short Line."

Alteration of Time.

On and after Sunday, Feb. 15, 1874, Trains on this road will depart and arrive from Depot, corner of Grant and Water streets, as follows, Pittsburgh time:

DEPART.		ARRIVE.	
Local Mail	6:30am	McKeesport acc	6:45am
Through Mail	6:55am	McKeesport acc	7:55am
Mixed Way	9:30am	W. Newton acc	8:55am
McKeesport acc	11:15am	Through Express	9:55am
Connellsville acc	3:00pm	Connellsville acc	10:55am
McKeesport acc	4:35pm	McKeesport acc	12:45pm
W. Newton acc	5:20pm	McKeesport acc	1:55pm
McKeesport acc	6:20pm	Uniontown acc	5:15pm
Through Ex	8:00pm	McKeesport acc	6:15pm
McKeesport acc	11:00pm	Through Mail	8:30pm
W. Newton acc	12:45pm	W. Newton acc	8:55pm

Mail and Accommodation Trains daily, except Sunday. Express Trains daily, Pullman Palace Sleeping Cars.

Save 75 miles travel. Washington City, Baltimore, Philadelphia, New York, and all points East. General Ticket Office, 43 Fifth avenue.

SAML C. HOUGH, General Superintendent.
E. K. HYNDMAN, General Ticket Agent.

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY—Pan-Handle Route.

On and after Nov. 2, 1873, trains leave from and arrive at the Union Depot, Pittsburgh, Pittsburgh time, as follows:

DEPART.		ARRIVE.	
Fast Line	2:25am	McDonald Ac	7:15am
Columbus Mail	7:15am	Wash. Accom	8:15am
Wash. Accom	9:45am	Steubenville Ac	9:25am
Pacific Express	3:35pm	Cincinnati Ex	12:55pm
McDonald Ac	3:45pm	Pacific Ex	1:25pm
Southern Ex	1:55pm	Wash. Accom	3:45pm
Steubenville Ac	3:55pm	Columbus Mail	6:15pm
Wash. Accom	5:01pm	Fast Line	7:35pm
McDonald Ac	6:12pm	Southern Ex	7:55pm
Sunday Church	12:45pm	Sunday Church	10:45am

Fast Line and Southern Express leave daily.
Fast Line and Cincinnati Express arrive daily.
All other Trains, Sunday excepted.
Sleeping Cars, without change to Cincinnati, Louisville, Indianapolis and St. Louis.

F. R. MYERS, General Passenger and Ticket Agent.
J. N. McCULLOUGH, General Manager.

ENGINES, BOILERS, &c.

UNION BOILER AND Sheet Iron Works.

Schaal, Hoeveler & Co.,

MANUFACTURERS OF

Steam Boilers

OIL STILLS, TANKS, AGITATORS,

Settling Pans, Gasometers, Salt Pans, etc.

Repairing Promptly Attended to.

WORKS—FACING THE A. V. R. R., Between 32d and 33d Sts.,

PITTSBURGH, PENN'A.

Fort Pitt Boiler, Still and Tank WORKS.

D. W. C. CARROLL & CO.,

MANUFACTURERS OF

Tubular, Double-flued Tubular Fire Box and Cylinder Steam Boilers, Oil Stills and Oil Tanks, Chimneys, Breeching and Ash Pans, Settling Pans, Salt Pans and Condensers, Steam Pipes, Gasometers and Iron Bridges, Prison Doors and Coal Shutes.

OFFICE AND WAREHOUSE:

COR. SECOND, THIRD, SHORT AND LIBERTY STREETS, Pittsburgh, Pa.

Orders sent to the above address will be promptly attended to.

O'HARA BOILER WORKS.

N. SNYDER & CO.,

Manufacturers of STEAM BOILERS, OIL TANKS, STILLS, AGITATORS, SALT PANS, GASOMETERS, SETTLING PANS, PRISON DOORS, CHIMNEYS, BRICHEN FIRE BEDS, &c.

Corner Second Avenue and Liberty Street, PITTSBURGH, PA.

Repairing done promptly. Orders sent to the above address will be promptly attended to.

Industrial Machine Works.

Hugh M. Bole, Proprietor,

Manufactures Steam Engines of all classes, and General Machine Work; also Castings made to order, of all kinds. Repairing promptly done and well done.

Shop—Corner Point alley and Duquesne Way, Pittsburgh, Pa.

WEST POINT BOILER WORKS,

No. 13 Water Street, Pittsburgh, Pa.

Have on hand and for sale LOCOMOTIVE and TUBULAR OIL BOILERS, and make to order STEAM BOILERS of all kinds. Also, SHEET IRON WORK of all descriptions.

Watson & Munroe.

H. FARNAN,

Engine Builder and Machinist.

NEW AND SECOND HAND ENGINES, from 5 to 50 horse power, always on hand.

General Repairing promptly attended to.

96 LACOCK STREET, Allegheny City.

LATEST NEWS.

HARRISBURG.

Another Day of Debate.

The Senate Struggling with Corporations—Putting Down Brakes on Railroad Employes—The House still Worried over "Constitution" Advertising—Senator Sumner's Death Announced.

Special to the Gazette.

HARRISBURG, March 11, 1874.

SENATE.

Mr. WALLACE presented a bill imposing penalties upon all employes of railroad lines who sold commodities to such companies.

Foreign Corporations.

Mr. WALLACE, a bill prohibiting foreign corporations from doing business in the State unless they had a known place of business and acknowledged agents. The bill is offered in accordance with the new Constitution.

Guaging Liquor.

Mr. GRAHAM, a bill to regulate the discrepancies between the United States and State Inspectors of distilled liquors. The bill requires State Inspectors to use the same guage as the United States Inspectors.

The Corporation Bill

engaged the attention of the Senate this afternoon, and after another turn at debate, was passed to third reading.

HOUSE.

The Advertising Bill.

The House spent the entire morning session in wrangling over the bill for payment of advertising the new Constitution, and no conclusion was reached.

Appropriations.

The General Appropriation Bill has been made the special order of the day for next Friday.

Death of Senator Sumner.

Senator John Scott was in the House, this afternoon when the dispatch was received concerning the decease of Senator Sumner. The fact was made known and out of respect to the memory of the dead Statesman, the House at once adjourned.

Treatment of the Insane.

The revelations made by the Board of Charities have drawn particular attention to the matter of the treatment of the insane in State Hospitals, and the whole business is likely to have a thorough overhauling. The present disposition is to have some radical reforms made in certain quarters. It should be stated, however, that there is not a general condemnation, for the reports from some of the asylums show them to be all right.

Bituminous Mines.

The act to authorize the appointment of three Commissioners to inspect and report upon the bituminous coal mines of the State, is slowly gravitating toward the Governor. It is now on its third reading in the Senate, and will probably be laid before His Excellency, some time this week.

The Liquor Bill.

The advocates of the new Liquor bill met with the Committee on Vice and Immorality tonight, in the hall of the House, and argued their case in favor of a repeal of Local Option, and the substitution of the new bill. ARCTIC.

The First Batch.

Governor Hartranft, upon the recommendation of the Board of Pardons, has exercised executive clemency by pardoning the following persons:

John Vanwby, of Monroe county, sentenced to jail for ten months for embezzlement, September 27, 1873.

Fillmore J. Shannon, of Harrisburg, sentenced January, 1871, for eleven years and six months in the Eastern Penitentiary. He was convicted of a murderous assault on Mr. Tunis, and entered a plea of guilty on an indictment of highway robbery. The reasons given for his pardon are after—discovered testimony looking to his innocence of the crime of which he was found guilty by a jury and strong recommendations to mercy, etc.

John B. Brook, of Delaware county, convicted of selling hard cider where its sale was prohibited by a special law.

George W. Branson, of Philadelphia, receiving stolen goods. Testimony was produced before the board of pardons to show that he was not near the place where the goods were received at the time of the larceny.

John M'Keagney, of Philadelphia, stealing a few chests of tea. It was shown that he was induced to commit the theft by an old offender. The pardon was recommended by the man from whom the tea was stolen. Another reason for favorable action by the Board was the illness of the prisoner's wife.

Peter Gorman, of Northampton county, sentenced to prison in 1870 as a professional horse thief. The Court sentenced him with the understanding that if subsequent developments showed that an error had been committed he should be liberated. The Judge who imposed the sentence, having been convinced recently that injustice had been done the prisoner in treating him as a professional thief, recommended his pardon.

The application for the pardon of John Henry Denig was rejected by the Board.

BREVITIES.

Paragraphic Pencilings of Passing Events.

····Mr. Watson insists that a reservoir under twenty feet in depth is only fit to raise frogs in.

····It is said the United States District Attorneyship contest is now really narrowed down to applicants from this city.

····The County Commissioners will sit today as a court of appeals to hear and pass upon cases of alleged improper assessments.

····Parties having cellars full of water will have to depend on other means than the city steam fire engines to do their pumping.

····The will of Eleanor Vance, of Elizabeth township, was admitted to probate. She devises her property to her nephew and brothers.

····In the Common Pleas yesterday the jury in the case of O'Hanlon against several insurance companies rendered a verdict for plaintiff aggregating $8,149.87.

······A petition was presented in the Court of Common Pleas yesterday and a subpoena awarded in the application for divorce of Albert Israel from his wife Annie.

····The contract for thirty-two boilers for the new water works are to be let to the lowest and best bidder—proposals to be received immediately, and close April 4th, at six P. M.

····On yesterday afternoon, during thieves entered the residence of Mrs. Zwingman, No. 70 Liberty street, and succeeded in carrying off a silver watch and gold chain. They left no clue.

··· The attendance at the conspiracy hearing was not so great yesterday. The interest seems to be lagging in the matter. Judge McMasters conducts "the hearing" with modest dignity.

····Robins and bluebirds are employed in mating and looking for bird houses. The latter are for rent to the feathered fraternity cheap, owners being perfectly willing to let them "for a mere song."

····The Government boiler bursting experiments will be resumed, it is expected, about the first of May. Mr. D. W. C. Carroll has received instructions to make estimates on the necessary repairs of those damaged last fall.

····About three o'clock yesterday afternoon a fire was discovered in the partition in the hall-way of No. 44 Sixth street. It was extinguished without calling out the department and before much damage was done.

····The Pennsylvania Enameling Company yesterday filed a bill in equity in the Court of Common Pleas asking that C. Jeremy *et. al*, Bedford avenue Commissioners, be restrained from appropriating a piece of ground in the Thirteenth ward belonging to plaintiffs.

····Commodore Kountz has in prospect a libel suit. It isn't through the indiscretion of his little tug boat, the *Mail*, however, but because of an article reflecting on Messrs. Evans, Dallas & Gilmore, published in the Washington *Chronicle*, alleged to have been inspired by the distinguished naval gentleman.

······The Survey Committee of Allegheny Councils met yesterday afternoon and reconsidered their former action in ordering an ordinance for opening Hanover street, and decided to report an ordinance for opening McClure avenue from the railroad to Philips's line. After the transaction of some further unimportant business, they adjourned.

····The Register yesterday had under consideration the probate of a non-cupative will—a will made verbally—in which the decedent is James Cain, late of this city, and the claimant to his estate, his widow. The evidence showed that Mr. Cain, shortly before his death, indicated before witnesses, that his wife should have all he possessed, among which is an insurance policy of membership in the A. O. U. W. A further hearing will be had on Friday next.

····At a meeting of Pittsburgh Commandery, Knights Templar No. 1, held Tuesday evening, the following named Sir Knights were elected to serve for the ensuing year. Em. Com., David M. Watt; Generalissimo, Joseph L. Lytle; Capt. Gen. Charles W. Batchelor; S. W., James Bown; J. W., James H. Stewart; S. B., Geo. W. Clay; Standard B., John W. Haney; Recorder, John A. Wilson; Warden, Robert J. Estep; Capt. G., Thomas Graham; Treasurer, Wm. Scott.

PERSONAL.

***S. S. Pinkerton, of Chicago, brother to Allen S. Pinkerton, the famous detective, was registered at the Union Depot Hotel yesterday.

***Brevet Major General J. H. Simson, of the Engineer Corps, U. S. A., was at the Union Depot Hotel, yesterday. The gentleman is *en route* from Baltimore to St. Louis, Mo., to attend the funeral of his brother, Surgeon Simpson, of the U. S. Army, who died in that city yesterday. Gen. Simpson is one of the oldest Engineer officers in the service.

Letters Held for Postage March 11, 1874.

James J. H. Gregory, Marblehead, Mass., 3c; Robt. L. Herbert, Decatur, Ala., 3c, Mamie Hemphill, Rochester, Pa., 2c; S. C. O'Keefe, Rochester, N. Y., 5c; Lizzy Porter, South Oil City, Pa., 2c; Thos. Smith, Turtle Creek, Pa., 2c; M. Simon, Pollock, Pa., 3c; Sarah Murta, Vanport, Pa., 3c. E. C. NEGLEY, P. M.

Attention.

Fifth invoice of Maple Syrup at $1,50 per gallon, at Central Tea House, 205 Wylie avenue.

The Duquesne Cook Stove,

which is recognized as the best in the market, is for sale by D. DeHaven & Son, No. 22 Wood street. This stove is a charming baker and roaster, is very cleanly, and exceedingly economical in the use of fuel. See it before you purchase any other.

The Surest! the Safest! the Most Convenient! the only Reliable Fire Kindler in the world. For sale at the Grocery Stores, Central Trading Co., 116 Second avenue, sole manufacturers.

HOME NEWS.

European Steamship Arrivals Yesterday.

A dispatch received at Max Schamberg's European Steamship, Exchange and Telegraph Office, at No 163 Smithfield street, announces the arrival of the steamer Trinacria at New York; the steamer Frisia at New York; the steamer Pereire at New York; the steamer Calabria at New York; the steamer India at Moville; the steamer Victoria at Moville.

The Eureka Insurance Co.

The directors of the Eureka Insurance Company met yesterday afternoon at the rooms of the Western Iron Association, Fourth avenue, for the purpose of hearing Receiver W. L. Jones' report winding up the affairs of the concern. The report, however, was not quite ready, and the meeting adjourned without transacting any business of public interest.

A. O. U. W.

The Supreme Lodge Ancient Order of United Workmen has been in session in the Hall, corner of Fifth avenue and Pride street, the past two days. Thus far they have been doing nothing of outside interest. The annual reports of the officers have been presented, which show that the order is rapidly spreading, and that it is in a flourishing condition. A committee on the revision of the ritual has been appointed.

Penn Bank.

At an election for officers and directors of the Penn Bank, held to-day, the following were chosen: President, James S. Hopkins; Vice President, Jacob H. Walter; Cashier, W. N. Riddle. Directors—D. W. C. Carrol, T. B. Swearingen, Geo. Bingham, F. B. Laughlin, Samuel Severance, James Herdman, Geo. C. Davis, David Z. Brickell, Philip Reymer, Thos. Hare, Alfred H. Logan.

The Alleged Infanticide Case.

Coroner McCallin yesterday concluded the alleged infanticide case. Dr. Horne who made the *post mortem* examination, testified that the child was still born. A verdict in accordance was rendered. The girl Amanda Fleming is still lying ill at the residence No. 82 River avenue in the rear of which the body of the child was found, and in which house she has been employed as a domestic.

Dedication Services.

The new German United Evangelical Church of Mount Washington will be dedicated to the sacred uses for which it has been erected on Sunday, the 15th inst. Services at ten o'clock A. M. in German, and at two and a half o'clock P. M. in English, when the Rev. F. A. Noble, D. D., will preach. The occasion will be one of great interest to the enterprising people who have aided in providing a neat and comfortable house for the public worship of God, as well as to Christians of all denominations who favor the spread of evangelical religion.

Orphans' Court Sale.

The sale at auction to come off at 2 o'clock this afternoon at Bellevue, as advertised by the popular auctioneers, Messrs. J. W. Drape & Co. in this day's GAZETTE, should challenge the attention of every reader who would embrace an excellent opportunity to secure a 1¼ acre lot, with a comfortable mansion house, in one of our most accessible and beautiful suburbs. The grounds are planted with a variety of fruit trees and vines, all bearing. We believe the sale is to be peremptory, and that a great bargain awaits some fortunate bidder. Take the 1:28 train at the Allegheny Passenger Station.

JOURNALISTIC "ROUGHS."

What a Lady Has to Say of the "Leader's" Slang.

To the Editors of the Pittsburgh Gazette:

I don't know whether Messrs. "All Sorts" and "Personal," of the *Leader*, are really worth noticing. But if they don't know how to speak respectfully of those noble women who are sacrificing so much for the good of our fallen fellow-creatures, and our dear husbands, sons and brothers, they should be taught the lesson now. I think they should use the opportunity they have of publishing our doings in a gentlemanly way, if they possibly can (?).

Ungentlemanly as their remarks are, perhaps they will do us less harm than their praise.

But what good can we expect from the *Leader?*

I enclose their gentle remarks, and also the prayer of a "heart-broken mother." They can speak for themselves.

"ONE OF THE 'GALS.'"

The prayer to which reference is made by our correspondent has appeared in our columns. The *Leader's* comments are as follows:

"It is not so much a prayer movement here as a gab test." "Considering the amount of work done, an awful amount of gab has been expended in the movement here." "When will the gab movement ever get to work?" Felix H. Brunot addressed the gab meeting yesterday." "Mrs. VanHorn made another manful speech yesterday.

TRANS-ALLEGHENY CANAL.

Preliminary Business Meeting Yesterday.

A meeting was held yesterday of persons interested in the proposed Trans-Allegheny Canal, for the purpose of making the necessary arrangements for the convention to convene in this city on the 19th instant.

Mr. Thomas Moore, President of the Youghiogheny Navigation Company, presided, and Dr. Frank Cowan was appointed Secretary.

On motion, Mr. John Guffey was made Chairman of the Finance Committee in place of Mr. Hirth, resigned. Mr. Harmony was appointed chairman of the West Newton delegation. A. G. Oliver, Milton Schroy, E. C. Leightly were added to the committee.

On motion John Douglass, Esq., was added to the committee from Sutterville; Samuel Philson, of Berlin, from Philson's; H. R. Beeson, for Uniontown; Maj. Knap, for Everson's; Daniel Schope, William D. Mullen, Wm. M. Jourdan and John T. Stouffer, for Mt. Pleasant; J. H. Smith, for Smith's Mills; Frank Patterson and William McCune, for Buena Vista; H. J. Johnson, Jack Weir, for Cumberland; Patrick H. Hernmill, for Mt. Savage, Md.; H. T. Wells, for Frostburg, Md.; R. R. Rody, J. D. Karnes, Barney Winslow, for Confluence; W. J. Baer, for Somerset, W. C. Baer, for Ursina; Mr. Ways, for Southampton; Mr. Subrie, James Gaither, Dr. Myers, for Myersdale; Mr. Kemp, for Garrett; W. C. McEwen, for Falls City; John Tintsman, Henry Welsh, L. M. McIlear, Daniel Davidson, James Blackstone and J. B. Cavin, for Connellsville; Alexander Hill, for Liberty. W. D. Moore, Esq., was named as orator to deliver the address of welcome.

"YOUNG REPUBLICANS."

A Club Organized in Allegheny Last Night.

An adjourned meeting of the committee for the purpose of preparing a plan for the organization of a Young Man's Republican Club, of Allegheny City, was held last evening in the office of the Street Commissioner. At 8 o'clock the meeting was called to order by the Chairman, Mr. J. D. Walker.

The Secretary, Mr. Crawford, being absent Mr. Russel Miller was appointed Secretary *pro tem*.

The roll being called it was found that there was not a quorum present.

On motion the places of the absentees were filled by the appointment of gentlemen from the different wards who were present.

Mr. L. McMullen submitted the draft of a constitution for the club. He stated it was a copy of the constitution of the Lincoln Club of Pittsburgh, with but few changes, which were necessary to make it applicable to this club. The draft was then read.

Mr. W. J. Kelley moved that the constitution be considered *seriatim*. Carried.

The various sections were then read and approved after the amendment to several of them. The only amendment of importance was that all persons over forty years of age were disqualified from membership in the club. The amendment occasioned considerable discussion and some warm words. The constitution as amended was then approved.

The question of adopting a name for the club was then taken up. The name of "Allegheny Club," "Sumner Club," "Thaddeus Stevens Club" and "Young Men's Republican Club" were suggested. The members then proceeded to vote. The name of the "Young Men's Republican Club" was adopted on a second ballot, and was afterward made unanimous.

On motion of Mr. Kelly, a committee of five was appointed to nominate permanent officers of the club at the next meeting. The committee consists of Messrs. W. J. Kelly, D. Lewis, A. Scandrett, James Hunter and H. Kreiling.

Adjourned until next Monday evening.

FIRE MATTERS.

Regular Meeting of the Fire Commission—Resume of Business Transacted.

The Board of Fire Commissioners met last evening at their apartments, Municipal Hall.

The bond of L. Bentz & Co., contractors for the erection of the new South Side Engine House, to be located at Bingham and Ninth streets, was approved.

The resolution from Councils relative to the locating of an engine at 36th street was received and accepted.

The following reports were presented and approved:

The Secretary, Frank P. Case, reported that during the month of February warrants to the amount of $11,440.41, were drawn of which $8,730.24 was for salaries.

Capt. S. L. Fulwood, Superintendent of the Alarm Telegraph, reported all the lines in good condition, and during the month but a single interruption took place.

The Monthly committee reported having made a tour of inspection among the engine houses, and recommended sundry improvements, alterations, etc. In regard to the trouble at the Relief engine house, fully reported in the GAZETTE, the action of the committee relative thereto was approved. As the infraction of the rule forbidding firemen to visit drinking houses was a first offense, more leniency was shown the men than will be hereafter when similar offenses are reported.

Chief Engineer White reported twelve fires and alarms during the month, with a loss of $14,575; also a number of suspensions for violation of the rules.

On motion of Mr. Torley, it was resolved that hereafter no person be placed on the substitute list until confirmed by the Commission and Chief Engineer.

An application for the services of an engine to pump out (for the third time) a number of cellars on the South Side was, after considerable discussion, disapproved. The Board desire it to be understood that hereafter the engines shall be only used for the legitimate purposes of the department.

The following resolution was passed:

Resolved, That the Chief Engineer be and is hereby instructed to notify the foreman of each company that hereafter no person shall be admitted to the engine houses except when on business connected with the department or upon presentation of a permit from one of the Board of Commissioners, or of the Chief Engineer or foreman.

On motion, adjourned.

The Alleged Conspiracy.

Continuation of the Hearing Yesterday Afternoon—That Twenty-Five Thousand Dollar Certificate Again—The Teller's Testimony—Checks and Tabs—The "Scratcher" and False Entries—Peculiar Book-keeping.

Yesterday afternoon the hearing in the great conspiracy cases was continued before Alderman McMasters in Common Pleas Court room No. 2. As on the previous day, all the defendants, excepting Mr. Blair, who is in New York, and Grier were present. Mr. Blair was represented by Mr. Marshall. The hearing was opened by calling Mr. James Gillespie. He was sworn and testified as follows: knew the Nation Trust Company and Robt. J. Grier; knew him last fall; saw a certificate of the Blair Iron and Steel Company in his possession on the evening he went away; it was for $25,000; he showed it to me in a house off Penn street.

Question by Col. Bayne—State what Grier told you at that time?

AN OBJECTION.

Mr. Marshall, on behalf of Mr. Blair, objected to that question. He said this would be merely hear-say evidence, which was not relevant to the case. Mr. Bayne had stated at the last day of the hearing that he would follow up this testimony by showing that the money received from the notes from B. K. Jamison & Co., was part of that paid to Mr. Blair in consideration of the certificate of stock.

Mr. Bayne contended that the testimony was competent. He expected to show that Mr. Blair received large sums of money from Mr. Grier, because of large overdrafts from the Nation Trust Company, in consideration of the certificate.

Mr. Marshall held that no concerted action had been proven between Mr. Blair and Grier, who was a fugitive from justice. He asked the magistrate to refuse the testimony. It was an outrage to admit the declaration of a man who was a fugitive.

The objection was sustained.

Witness resumed—Did not notice the date of the certificate.

Cross-examined by Mr. Marshall—Did not know by whom this certificate was signed.

THAT CERTIFICATE.

Mr. John B. Livingston, sworn.—Know Grier, Blair, Ross, Ardary and Dickson; saw a certificate of the Blair Iron and Steel Co. in possession of Grier some weeks before the panic; perhaps two weeks; saw the certificate; he showed it to me; the first conversation we had about it was on Tenth street; he said what a nice present that was.

Cross examined—Suppose the certificate was genuine; don't know in whose writing the certificate was; he said he thought it would hold water.

Mr. J. E. McKelvey, sworn—Am a member of the bar; am one of the assignees in bankruptcy of Robert J. Grier; (the testimony of Mr. Blair before the register in bankruptcy was produced and read by Col. Bayne.) The testimony was held as irrelevant by Mr. Marshall. In his testimony Mr. Blair said that Grier was to come into possession of the $25,000 only when he had sold $100,000 worth of stock; requested him not to sell it; "we never had many transactions between us; I do not owe Mr. Grier any money."

THE TELLER'S TESTIMONY.

Mr. Jacob Dickson, sworn—Was employed by the Nation Trust Company as teller; first entered its employment when it started, seven years ago, and was there till after it closed; was there nearly all the time, except once a year for a couple of weeks; I was generally behind the counter; I was there during business hours; knew Messrs. Blair and Ross; know Frank Ardary; the directors met Tuesdays and Fridays of each week; Blair had only been depositing with us about two years; from May last till the bank closed he was there about once a month; perhaps more; don't think he was there very often; have known him to come in and go out without going back; Mr. Grier generally went back; have known him to go back; in September he might have been there two or three times a day sometimes; that was during the panic; don't remember seeing him often in October; in September he usually stood around the counter; he then

WENT BACK WITH MR. GRIER;

don't think Mr. Ardary was there; the directors were in there; Mr. Blair might have stayed five or ten minutes; I never paid any attention to him; saw John Ross come in September and October; saw him there in those two months perhaps half a dozen times or more; he and Grier would generally talk together in the back room; I am a son of Robert Dickson, President; I might have seen the president talk to them; they may have been together, but do not recollect; have heard the president inquire of Mr. Grier if the package was there and I went away; Grier, Seidle and Blair, the messenger, were there; the president was not there; never saw the face of a bond at the bank; never went into the back room while these conversations were going on; have seen Mr. Dickson and Blair and Grier going together and

ROSS AND GRIER TOGETHER GO INTO THE BACK ROOM;

can't remember when Ross brought that package; some time in October; understood it was taken to Philadelphia; had access to the safe; saw no water bonds there; I simply employed my time as teller; don't know anything about the books; have made some entries in the scratcher and individual ledger; (books produced) a protested draft for $5,000, signed by Thomas S. Blair, dated July 10th, 1873, was produced); Mr. Blair was credited with the amount, but he is not charged with it on the ledger; I entered up while Mr. Seidle was away from the scratcher to the ledger; he was book-keeper and occupied the front room; the back room was the cashier's and directors' room;

Cross-examined—We called the back room the directors' room; it was used by the Cashier or President for the transaction of business; don't think these gentlemen went in oftener than other customers; the time in September that Mr. Blair came in so often was previous to the time he went East; understood he was

GOING EAST TO NEGOTIATE A LOAN;

think I saw a dispatch from Blair advising of his success; the money was drawn by the bank; it went to its credit; sometimes Mr. Blair made his own deposits; don't think Blair and Ardary were oftener in the back room than other customers; after he had negotiated the loan he was not there so often; he was there three or four times in October and once in November; never saw a water or street bond in the bank; the books show $5,000 to the credit of Mr. Blair on that date; know that the books kept by Mr. Grier were not correct; know them to be full of errors; have discovered one error, but have heard of others; have looked over some, but can't say as to their correctness; Mr. Grier controlled the bank for the past three years; the books were under his direction; he kept the discount book.

THAT "SCRATCHER."

Re-direct—I found one account incorrect with the bank book; the book-keeper kept the scratcher; we made a ticket for money received and he entered those on one side and checks on the other; the scratcher is the foundation of accounts; don't know whether Blair got any discounts from the bank afterwards; don't know whether these parties overdrew their account.

THE BOOK-KEEPER ON THE STAND.

Mr. E. Seidle, recalled—I occupied the front part of the bank near the street; knew all the defendants; I was there nearly all the time last year; I kept the scratcher from Mr. Dickson's tickets and checks; an exact copy; the ledger was made up from this; have seen Ross there in September, October and November, off and on; can't say how often; think I saw him five or six times; he used to be outside most of the time; don't recollect seeing him in the back room; he generally conversed with Grier; my back was turned to them; I don't know as he brought bonds; I know he brought packages that were said to contain bonds; remember of only one time; these bonds were given to Grier; Messrs. Grier, Ross and Blair, the messenger, and Mr. Dickson, the teller, were there; dont remember what Ross said; the bonds I believe were taken East by Mr. Pollock of Hunker & Co. on Liberty street; I went East alone once, and once with Mr. Ross; met him on the train; the first time Mr. Grier sent me; I took some notes and a package; the first notes

WERE SIGNED BY THOS. S. BLAIR;

there were five or six notes; think they were signed at the bank; dont know as ever I saw those "thunder and lightning notes" before; nobody had gone on before Thos. S. Blair; he signed these notes that I took, after he came back; I took the notes back and Mr. Dickson, signed them as president; don't remember that Mr. Blair had signed two notes before; the time I went on with Ross I took notes signed by Mr. Blair for $50,000; we went with these notes to Jamisons', I carried the notes and Ross took the package; about three or four days intervened between the first and second times that I went to Philadelphia; I left both packages with Jamison.

FALSE ENTRIES.

Cross-examined—The scratcher is made up from memorandas on file; I found a number of Mr. Grier's and Mr. Dickson's entries; I do not know as to their correctness; I made false entries in the ledger for Robert J. Grier from $0,000 to $200,000 on one account; I made five false entries of $50,000 far Mr. Grier on the ledger; I made another of $20,000; didn't scratch any out but took others down; I did as Mr. Grier told me in the bank; I made one entry on one day of $213,000 that I knew was false; I do not know that some of those tab entries were false; I knew the entries were false, and said nothing about them; I did know that these entries were made for the purpose of deceiving the directors; Grier threatened me if I exposed it; he directed me to conceal the account of John Ross; I concealed it from the directors at the instance of Grier; other clerks sometimes made tabs; I took all of them from the wire without a question.

Re-direct—I can point out some of the false entries made, they were not made with reference to the parties defendants; Ross's was the only account changed; (the tabs produced) these are some of the tabs.

The hearing was then adjourned till three o'clock on next Wednesday afternoon, when the accounts will be examined.

Dunlap Hats.

It affords us much pleasure to inform our customers that we have received, from Messrs. Dunlap & Co., his spring style of *Fifth Avenue Silk Hat*. It far surpasses any of Mr. D.'s former attempts to produce a hat both neat and stylish—and for durability and finish has no equal. The large sale this hat has had, and the general satisfaction it gives, is sufficient guarantee of its success. We are using both the wide and narrow brim, so as to accommodate both old and young. We cordially invite all who desire to have a *good* silk hat to call and examine it. WM. FLEMING & Co.,
6T 189 Wood street.

The Site of the New Postoffice

Does not attract so much attention as prices at the Central Tea House, 205 Wylie avenue.

WATER EXTENSION.

Special Meeting of the Water Committee—Condition of the Pumping Works and Reservoirs—The Boiler Contract to be Let—Talking About Saving $500,000.

The Water Committee met last evening in special session for the purpose of considering plans for systematizing the supervision of the work connected with the Water Extension.

The first business presented was a resolution from Mr. Watson instructing the Mechanical Engineer to advertise for proposals for the construction of all the boilers necessary for the pumping works at Negley,s run.

This created quite a lengthy discussion which was begun by questioning the engineers as to the prospects of the completion of the works, with a view to determining whether it was premature to let the contract.

Mr. Lowry stated that the foundations for the engines would be done by the first of July. There were about forty laborers, the same number of masons and one hundred stone cutters at work. This force could be nearly doubled to advantage, if necessary to push the work with more vigor.

Mr. Kennedy, Civil Engineer, said that the reservoirs would be ready about the first of November.

Mr. Meyran objected to the letting of the boilers until Col. Milnor Roberts' report was thoroughly digested and the committee determine whether $500,000 can be saved as there stated.

This saving is proposed to be accomplished by reducing the influent mains and the adoption of but one pair of engines and one reservoir at the East End.

Mr. Watson objected to the economy proposed as being of a false pattern. He had seen many reservoirs in this country and England, and knew whereof he spoke when he pronounced himself in favor of the increasing of the depth of those in the city. A single pair of engines could not be depended on for supplies, and were Col. Roberts' idea adopted, the people would have a frog pond in which vegetable growth could not be prevented, from which to draw their water, and not the pure article contemplated. There would be no economy in the change, and it would not do. "That is where me and Mr. Roberts differ," said the speaker, as he resumed his seat.

Mr. Morrison denied there would be any saving. There has been done forty-three per cent. of the work on one pair of engines and seventy on the other, beside thirty-three per cent. on the reservoir, which it is proposed to do without. The idea in the original plans was to give this, the dirtiest city probably in the world, an abundance of water and this intention should be carried out. With the two pairs of engines and the reservoirs as at present building, there would be sufficient water to clean the streets perfectly, and thus save the $100,000 annually expended without results.

It was suggested at this juncture, that if there would really be a saving of half a million dollars by throwing out one pair of engines and one reservoir, the amount might be doubled by throwing out both pairs and two reservoirs.

The question was finally put, and it was decided unanimously to advertise for bids on the boilers, to close on April 4th, at 6 P. M.

The boilers are to be thirty-two in number, divided into batteries of four each. The specifications call for thirty feet in length, forty-two inches in diameter, with two flues fifteen inches in diameter; to be made of the best charcoal hammered iron, the shell of 26-100 inch and the flues of 27-100 inch in thickness, with the necessar ysteam drums, steam breeching, steam pipes, valves, fire front and grate bars. Specifications in full and forms of bids may be had at the Commission rooms.

The original object of the meeting was then taken up, and the following sub-committees appointed;

Reservoirs—Harrison, Thomas, Wood, Reilley, and Aull.

Machinery—Mitchell, Mears, Fox, Rayburn and Laufman.

Engine House Foundations—Watson, Cunningham, Brown, Morrison and McClurg.

Pipes and laying pipes—Hunter, Brown, Rush, McCarthy and Perchment.

Finance—Meyran, Scully and Fulton.

It is understood the sub committees are to hold themselves subject to instructions from the general committee.

The chairman said that the sub committee appointed to examine the balance sheet reported progress; all items relating to machinery had been disposed of.

Engineer Lowry asked permission to write proposals for the manufacture of the influent pipes at the water works, which was granted. They will weigh about forty tons.

The committee then agreed to take the 11:40 A. M. train on Tuesday, to visit the works, after which, on motion adjourned.

"YE OLDDE FOLKES."

The Concert in Costume Last Night—A Fine Musical Entertainment.

Last night the first of the series of "Oldde Folkes" Concerts, by the Richings-Bernard Troupe was given in Library Hall. The audience gathered upon the occasion was not large, which is explainable perhaps in the fact that many who ordinarily patronize such entertainments were attracted elsewhere by the regular Wednesday evening church services. The entertainment, however, so far as the music was concerned, proved a great success and gave the most unlimited satisfaction.

The performers, some twenty in number, were arranged on the stage, the fairer element of the troupe taking the "front rows" the sterner persuasion forming the background. The performers male and female were arranged in costumes of the olden time of the most approved pattern and generally of a very elegant and tasteful character. The gentle dames further were supplied with "work" in the line of knitting, sewing, etc., at which, when not engaged in song, they developed a surprising amount of industry. They never left the stage during the evening and only rose from their chairs when called upon to assist in the music.

The programme embraced a collection of seventeen pieces, comprising hymns and songs,—the latter being generally of a humorous character.

Among the selections which gave especial pleasure and were heartily encored, were the "Old Folkes at Home," sung by Mr. and Mrs. Bernard, "Sweet Genevieve," by Madam Decevee, (Patience Partridge) "Auld Lang Syne," by "Alle Ye Oldde Folks," a "Soloe on Ye Pianoe," by Theodore M. Brown, (Penegrine Poundkey-) "Master and Pupil," by Mr. and Mrs. Bernard. "Sister Ruth," by Susan Sweatapple and Careful Ogle, and "Blessing" by "All Ye Synggers."

The "Pianoe Soloeist," when recalled by an *encore* created great merriment by his humorous recitation of a story and his imitation of a young learner's "first piece." In the interval between parts first and second, "Ye Synggers," enacted a little by play of an osculatory character, that literally brought down the house.

The entertainment throughout was as highly enjoyable as it was unique., and if its merits were more fully known could not but be greeted with overflowing houses in our city. Mrs Bernard seems to sing better than she has ever done heretofore, and she has succeeded in collecting a troupe who can sing with the "spirit and the understanding" and in a way to make the whole entertainment equal to anything we have had in the city during the season.

The programme to-night will be a new one throughout. In addition to the others Mr. George Walton, the great tenor will appear, he having arrived in the city last night, but not in time for the first concert. Those who were present last night, were delighted with the entertainment, and those who attend Library Hall to-night, will we are sure, but echo these sentiments of pleasure.

AMUSEMENTS.

PITTSBURGH OPERA HOUSE.—The interest in the sensation play of "Divorce" appears to increase nightly, judging from the crowded audiences it is attracting to the Opera House. The public go to witness it for various reasons. Society people go there to see whether they are truthfully mirrored; happy married people go to learn what connubial misery looks like, wretched people go to discover if possible what means they may take in order to get themselves out of trouble and avoid it in future; divorce lawyers go there to see themselves as others see them; and the young and unmarried go to learn what lies before them, and avoid the quicksands on which the happiness of "Alfred Adrianse," "De Wolf De Witt" and Misses "Fanny and "Lu Ten Eyck" was stranded. "Divorce will be performed again to-night.

ACADEMY OF MUSIC.—Carncross & Dixey's Minstrels are still crowding the Academy of Music. The attractions are of an extremely varied description, and yet as varied as they are, there is nothing in them to offend the taste of the most fastidious. The eccentric and character actors, dancers, and comedians furnish a sprightly and agreeable entertainment from beginning to end. Of course the creation of fun is the great stock of trade, but "a little nonsense now and then is relished by the best of men," and that, in part, accounts for the large and immensely pleased audience at the Academy of Music.

FREE LECTURE.—This evening Dr. Geo. Hay, the eminent chemist, will deliver a free lecture in the rooms of the Young Men's Christian Association, on Sixth street and Penn avenue. The subject chosen is "Humbug," and the gentleman will no doubt handle it with interest to his audience.

AGAIN ARRESTED.

Wunderlich Charged With Murder.

As there was a division in the verdict of the Coroner's jury, which held the inquest on the body of Edward Sweeny, his brother, William J., yesterday made an information against John F. Wunderlich, charging him with murder, before Alderman McMasters. The warrant was delivered to officer Blondin, who arrested Wunderlich, and he was jailed for court. It is probable that an application for bail will be made in his behalf to-day.

A. W. ERWIN & CO.

172 and 174 Federal Street, Allegheny.

Black Alpaccas
and
Mohairs.

We have for the last few years made a specialty of Black Goods, particularly of Alpaccas and Mohairs, and have always in stock an Unusually large and handsome Assortment of Goods,

which for finish, weight, lustre and brilliancy of color, we are satisfied,

Cannot be Equaled in this Market.

The goods are of our own importation, and are sold at prices which cannot fail to convince buyers that we offer superior advantages to them.

We only ask an examination of our Goods and Prices,

And a fair comparison with those of other houses to convince any one that

The Goods are Just as we represent them.

We have them at prices from 25c to $1 per yard.

A. W. ERWIN & Co.,
172 and 174 Federal street,
Allegheny.
Branch store 26 Fifth avenue,
MWS Pittsburgh.

"Incident in High Life."

Buying Canton Preserved Ginger at Central Tea House, 205 Wylie avenue.

THE COURTS.

WEDNESDAY'S PROCEEDINGS.

United States District Court.

(*Before Judge McCandless.*)

The following business was transacted in this Court yesterday.

Wm. Carmichael, bankrupt, of Mercer county, the Marshal as provisional assignee was directed to sell certain property to pay judgments.

A. Arnsthal, bankrupt, of this city, petition of solicitor of petitioning creditors for Counsel fees, referred to Register Shaffer.

J. Seidle, trustee, etc., vs. Mechanic's Savings Bank of Pittsburgh, Sarah Maffets was allowed to intervene.

Hartman and Gutman, bankrupts, the assignee was allowed to sell certain book accounts.

Jacob G. Fletcher, bankrupt, A. and J. Mooney find a petition for ascertainment and liquidation of lien. Referred to Register Overton.

Iron World Publishing Company, bankrupt, on petition of assignee, leave was granted to sell certain personal property.

W. H. Cluly, bankrupt, petition for leave to sell certain property, divested of the lien of certain mortgages, was refused.

J. B. Sneathen & Co. vs. Streib & Co., bankrupts, E. P. Jones, trustee of the Pittsburgh Savings Bank, was allowed to intervene.

Bigley vs. steamer "Oil Valley," in admiralty, James Edgar, steward, was allowed to intervene.

Ackley vs. steamer "Hercules," in admiralty, Leaskey & Short, Geo. H. Stover & Co., Ramsey & Renton and W. R. Boggs & Co. were allowed to intervene.

District Court.

(*Before Judges Ewing and White.*)

Gilchrist vs. Trunick, reported yesterday, has not yet decided.

Alcorn vs. City of Allegheny, action to recover for medical services rendered at the request of municipal authoroties, verdict for plaintiff for $92.

Aughinbaugh vs. Becker, action in ejectment for a lot of ground in the Sixth ward, Pittsburgh, verdict for plaintiff.

Reed & Gilchrist vs. Clark, heretofore reported, the jury returned a verdict for plaintiff for $149.98.

Trial List for To-day.

Cadman & Son vs. Hellironer.
Sorber vs. Carline.
Reed & Gilchrist vs. Bigley.
Same vs. Chess, Smythe & Co.
Pope vs. Burchfield et al.
Miller vs. Fitzsimmons et al.
Same vs. Miller, Force & Co.
Chisholm vs. Buenta.
Johnston vs. Joanston.
Eakin for use vs. Ames M. E. Church.

Court of Common Pleas.

[*Before Judges Sterrett and Stowe.*]

Zarnicki vs. Lehman, action to recover for services rendered, verdict for defendant.

Menold vs. Mike, action to recover for use of a pasture, verdict for defendant.

Cribbs vs. Pillow, executor of estate of M. P. Bright, verdict for plaintiff for $51.64.

Heil vs. Ruetzel & Buchter, action on a prom issory note, verdict for plaintiff for $434.

Trial List for To-day.

Ackley vs. Dilworrh, Jr.
Milligan et al. vs. Allegheny county.
Denniston vs. Palmer.
Crawford vs. Thornton.
Horner, Wood & Co. vs. McDonald et al.
Cunningham vs. Cunningham, admin.
Fisher Bros. vs. Kountz.
Wissmorn vs. the County of Allegheny.
Lorenz et al. vs. Geib.
Bonsall vs. Beymer.
Tangner vs. Dilworth et al.
Fincke vs. Schimmer et al.
Brady vs. Sherlock et al.
Hartupee vs. McDonald.
Burns, O'Neill & Reilly vs. Richardson et al.

Criminal Court.

[*Before Judge Collier.*]

Robert Euwer, illegal liquor selling, found guilty and fined $50 and costs.

Matthew Marshall and Leonard Snyder, entering a building with intent to commit a felony, and also larceny, found guilty and remanded for sentence.

Policemen Crrigan and Welsh, aggravated assault and battery on Archy Wallace, is on trial.

Samuel Miller, larceny, was found not guilty.

Trial List for To-day.

Commonwealth vs.

Smith J. Ekin.	Geo. McCandless.
Sarah Reed.	Albert Gordon.
Karl Krass.	John Britt (2).
Conrod Orth.	Chas. Starg.
John Ragan.	Geo. Hoffman.
Griffith Taylor.	James Donovan.
Adrew Beck.	Chas. Heinxman.

Thomas Walter.

SPRING 1874.

A Special Bargain.

At $1 00,
200 dozen Ladies' 3 and 4 Button Alexander Kid Gloves,
From a bankrupt sale—in colors only.

At 25 Cents,
Ladies' All Silk Windson Ties,
All Colors.

At 12½ Cents,
A Splendid Quality of Ladies' White Cotton Hose,
Worth 20 Cents.

At 25 Cents,
A Handsome Assortment of Ladies' White Aprons.

At 10 Cents,
All Sizes of Children's White Cotton Hose,
In Good Goods.

At $1 25,
Best Quality 2-Button Black Kid Gloves.

At 12½ Cents,
Extra Good Value in White Linen Towels.

At $1 00,
Good White Quilts,
Worth $1 37.

A. W. ERWIN & Co.,
172 and 174 Federal Street,
Allegheny.
Branch Store, 26 Fifth Avenue,
Pittsburgh.

Condensed

Milk at 30 cents a can, at the Central Tea House.

Both

10½ pounds A Sugar for $1, 3 pounds Roasted Coffee for $1, at the Central Tea House, 205 Wylie avenue.

The Surest! the Safest! the Most Convenient! The only Reliable Fire Kindler in the world. For sale at the grocery stores. Central Trading Co., 116 second avenue, sole manufacturers.

Miss, Grant

Us a favor by calling at the Central Tea House, 205 Wylie avenue, and buying Pearl Grits at 10c a quart.

PITTSBURGH, March 11, 1874.

I have been using Coble's Patent Cellar Hoist for some time and cheerfully recommend it as a first-class investment for all grocers and others who use their cellars for heavy packages.

FRANK C. MILLER,
First National Grocery,
No. 155 Wylie avenue, corner Elm.

To be had at JAMES RENO'S Terra Cotta House, No. 41 Federal street, Allegheny.

Study

Your interests by buying at the Central Tea House, 205 Wylie avenue.

The Sinking Saved.

The combination of tonic, alterative and stimulating properties in Hostetter's Stomach Bitters, especially adapts that famous specific to the cure of chronic forms of disease, when the strong influence of a long protracted morbid habit is to be surmounted. In chronic dyspepsia, and liver complaint, and in chronic constipation and other obstinate diseases, it is beyond all comparison the best remedy that can be taken. As a means of restoring the strength and vital energy of persons who are sinking under the debilitating effects of painful disorders, this standard vegetable invigorant is confessedly unequalled. The permanent tonics included in the preparation are associated with a diffusible stimulant absolutely pure, and the tendency of these elements is modified by the presence of alterative ingredients slower in their operation and capable of producing more lasting local and general effects. For feeble convalescents and in all phases of debility, it is the best as well as the most agreeable of restoratives.

DIED.

HAZLETT—On Wednesday evening at six P. M., of erysipelas, WILLIAM B. HAZLETT, in the fiftieth year of his age.

Notice of funeral hereafter.

(Washington, D. C., papers please copy.)

WALLACE—March 11th, 1874, at 9:45 A. M., Mrs. ANNIE F. WALLACE, wife of Daniel Wallace, in the 44th year of her age.

Funeral on FRIDAY, March 13th, at 2½ o'clock, P. M., from the residence of her husband, Hiland avenue, East End. Carriages will leave Moreland & Mitchell's stables, opposite Union Depot, Liberty St., at 1½ P. M. on the day of funeral.

PHILLIPS—On Wednesday morning, March 11th, 1874, ALICE ORMSBY, infant daughter of Kate and Dr. J. A. Phillips.

KERR—On Wednesday morning, March 11th, at 5 o'clock, MARY, wife of James W. Kerr, at her residence, 425 Carson street, South Side, aged 50 years.

The funeral will take place at Greensburg, Pa., on FRIDAY, March 13th. Leaves Union Depot at 7:45 A. M.

☞ **RODNEY & SMITH,**
UNDERTAKERS,
NO. 39 OHIO STREET, ALLEGHENY.
Coffins and Caskets of all kinds and Funeral Furnishing Goods of every description. Also, Hearses and Carriages furnished at the lowest rates.

☞ **ALEXANDER AIKEN, UNDERTAKER,** No. 166 FOURTH AVENUE. Coffins of all kinds, Shrouds, Crape, Gloves and every description of Funeral Furnishing Goods furnished. Agent for Raymond & Co.'s Patent Metallic Burial Cases. Rooms open day and night. Hearses and Carriages furnished.

☞ **RODY PATTERSON, Jr.,**
UNDERTAKER,
147 FOURTH AVENUE. Coffins and Funeral Furnishing Goods of every description. Terms cash.

☞ **WITHIN THE REACH OF ALL.** Charles' Air-Tight Burial Cases, at No. 131 Pennsylvania avenue, Allegheny City, Pa.
ISAAC CHARLES, Undertaker

NEW ADVERTISEMENTS.

Oldest Ins. Co. in America,
ASSETS, $3,212,175.99.
Insurance Co. of North America
OF PHILADELPHIA.
Losses adjusted and paid by
WM. L. JONES, 84 Fourth avenue.

The Choicest Flowers
IN BOUQUETS, BASKETS,
Or other designs. Also
CANARY BIRDS, GOLD FISH,
FLOWERING PLANTS, &c., &c. For sale by
J. R. & A. Murdoch,
113 SMITHFIELD STREET.

A DAY'S MISFORTUNES.

How Jones Lost His Admiration for Horned Cattle.

Jones is considered by his friends as fearless and brave. He also bears the name of being one of the best dressed men in Allegheny. If there is one weakness that Jones possesses it is his admiration for horned cattle. The other day he was complacently perambulating one of the thoroughfares of Allegheny City, when a horseman came riding alone at full galop ahead of one of those horrid Texan steers. Jones didn't understand the man's wave of the hand and his yells, but kept on towards the exasperated ox until about the time that he saw a woman sailing in space, accelerated by the horns of the animal. Jones had a habit of carrying red silk handkerchiefs, and as he saw the woman go up into the air, he pulled his "bandana" from his pocket, unthinkingly, and the "critter" at once made for him. He saw his dilemma, and at once started down a narrow alley near by, full sail, with the steer after him. Jones saw no escape, except a leap for life, so over a high fence he jumped and into a neighboring yard. He had scarcely landed on *terra firma*, when two large bulldogs assailed him. He made another mad leap, to escape them, into another yard, leaving a portion of his trowsers behind him. But he was not more fortunate. He landed this time in a wash tub full of water and clothes, tipping it over and covering himself with the contents and thus effectually getting a thorough drenching. It so happened that a woman was busy in the yard washing, and as soon as she saw Jones land and her tub of "blue" clothes go over in the dirt, she at once made for him with the clothes stick and administered to him a thorough beating, besides giving a few choice expressions giving her opinion of humanity in general, and him in particular. About the time that she had concluded beating Jones, she heard the noise of the angry steer in the alley, and things were explained. After the crowd had dispersed, having slaughtered the animal, Jones went home to ruminate over his day's misfortunes.

SPRING, 1874.

Housekeeping Goods.

We desire to call the attention of the ladies of Pittsburgh and Allegheny to our large and varied stock of Housekeeping Goods, comprising full lines of everything in the way of

Table Linens,
Turkey Damask,
Buff and Red Cloths,
Napkins, Towels,
Doylies,
White Quilts,
Spreads,
Curtain Nett,
Tickings,
Checks,
Bleached Sheetings,
Pillow Case Cotton,
Shirting Muslin,
Shirt Fronts, &c.

All bought during the recent depression in the Eastern markets, and which we are selling at a very slight advance over actual cost. Our stock of this character of goods will always be kept full and complete, and purchasers can always rely on

Finding just what they want.
A. W. ERWIN & Co.,
172 and 174 Federal street,
Allegheny.
Branch Store, 26 Fifth avenue,
Pittsburgh.

To the Afflicted.

We bespeak the attention of our readers to the advertisement in another column, of Messrs. J. Reichenbach & Co., No. 11 Market street (soon to remove to more eligible apartments on Fifth avenue.) This firm manufactures artificial legs, arms, hands and feet, elastic stockings, belts and crutches, and makes a specialty of *trusses*. Dr. Reichenbach treats bow-legs, knock knees, weak ankles, club feet, diseases and injuries of hip, joints, &c., having had remarkable success in all such cases. In respect to Hernia, or Rupture, he is especially fortunate, never failing to effect a cure. This infirmity is a very common one with both sexes and all ages. The doctor has never failed to effect a quick and radical cure of ruptured women and children. Men frequently require more time, but are as certainly cured. The Doctor examines every case and has the truss made to suit each case submitted to his care. Affections of the spine, *prolapsis utera* and kindred ailments are among his specialties. The Doctor will name the time required for a perfect cure, and will stipulate for a large forfeiture if a perfect cure is not effected within the time. He has had extensive experience and his extraordinary success has demonstrated his skill. Those afflicted with any of the diseases above named will do well to call on the Doctor. Relief and cure will be their rich reward.

A Lucrative Business Position.

The Union Central Life Ins. Co., one of the most prosperous Life Companies in the country, with assets over $1,000,000; net surplus $265,000, and issues Endowment Policies at Life-rates, desires to establish a General Agency in this city. Those desirous of such a position, will address N. W. HARRIS, Sec'y,
THS Cincinnati, O.

NOTICE—THE FOLLOWING ORDINANCE relative to Street Improvements is published for information, in accordance with the provisions of Section 6 of an Act of Assembly, entitled "a further Supplement to an act entitled an act concerning Streets and Sewers in the City of Pittsburgh," approved March 20th, 1873:

SECTION 6. That no Ordinance for any improvement and no report of viewers shall be finally acted upon by both branches of Councils until at least one week after its presentation and publication in official papers authorized to do the city printing.

And will be presented to Councils for final action on Monday, March 30, 1874.

AN ORDINANCE—To repeal an ordinance entitled "An Ordinance granting the use of a certain street in the city of Pittsburgh to the Pittsburgh, Allegheny & Manchester Passenger Railway Company," ordained 19 December, 1859.

WHEREAS, The Pittsburgh, Allegheny & Manchester Passenger Railway Company, under and by virtue of an ordinance of Councils, ordained 19 December, 1859, received a grant of certain privileges subject to certain conditions, among others the following: "The said company shall keep clean that portion of the street through which the said railway may pass, and in perpetual good repair from curb to curb, subject to the direction of the Recording Regulator, with privilege to appeal to the Committee on Streets, whose decision shall be final."

AND WHEREAS, The Recording Regulator, now City Engineer, gave notice to said company under said provision in said ordinance to repair Sixth street, occupied by said company; and whereas said company has declined and refused so to do, and declare that they will not make the necessary repairs; therefore

SECTION 1. Be it ordained and enacted by the City of Pittsburgh, in Select and Common Councils assembled, and it is hereby ordained and enacted by the authority of the same, That the ordinance entitled "An Ordinance granting the use of a certain street in the city of Pittsburgh to the Pittsburgh, Allegheny & Manchester Passenger Railway Company," ordained 19 December, 1859, be and the same is hereby repealed.

AN ORDINANCE—Authorizing the construction of a sewer on Yard's Alley from Pius street to Josephine street.

SECTION 1. Be it ordained and enacted by the City of Pittsburgh, in Select and Common Councils assembled, and it is hereby ordained and enacted by the authority of the same, That the City Engineer be and is hereby authorized and directed to advertise for Proposals for the construction of a 20 inch pipe sewer on Yard's alley, from Pius street to Josephine street, and to let the same in the manner directed by an act concerning streets, approved January 6th, 1864, and the several supplements thereto, and Ordinances of Council relative to the same. The cost and expense of the same to be assessed and collected in accordance with the provisions of an Act of Assembly, entitled "An Act concerning Streets and Sewers in the City of Pittsburgh," approved January 6th, 1864, and the several supplements thereto.

E. S. MORROW, Clerk.

AMUSEMENTS.

☞ **PITTSBURGH OPERA HOUSE.**

ELLSLER & GOTTHOLD....Lessees and Managers.

FURBISH'S
Fifth Avenue Theatre Combination.
SIX NIGHTS AND MATINEE,

THURSDAY EVENING, March 12th, will be presented Augustin Daly's great Society play in five acts, entitled

DIVORCE.

Act 1st—Given in Marriage.
Act 2d—The Strife Begins.
Act 3d—The Cause of Interference.
Act 4th—The Law Retaliates.
Act 5th—THE DIVORCED.

The above play will be presented with all that attention to dress and detail that has made it elsewhere a FASHIONABLE SUCCESS, and accorded to it the endorsement of both PRESS and PUBLIC.

Friday—Augustin Daly's great drama of ALIXE. Matinee Saturday.

☞ **ACADEMY OF MUSIC.**

V. E. BEAMER................................Lessee.

This evening and Saturday Matinee,

Carncross & Dixey's Minstrels,

EVERY ACT AND SONG NEW.
CROWDED HOUSES.
EVERY ONE DELIGHTED.

NEW ACTS—"Siamese Twins," "Black Crook Ballet," "Birmingham Blacksmith," Germany to Ireland, "Lyceum Lecture," etc.

Mr. J. L. CARNCROSS will sing "Day and Night I Thought of Thee."

Seats secured one week in advance at the Academy and at Hale's Music Store, 103 Smithfield street.

SCALE OF PRICES—Gallery 25c Dress Circle, 50c; Orchestra Circle, 75c; Orchestra, Chairs $1.00; Private Boxes $8.00; No extra charge for reserved seats.

☞ **CONCERTS OF YE OLDEN TIME.**

LIBRARY HALL.

Caroline Richings Bernard's
GRAND
COSTUME CONCERTS.

GRAND SUCCESS ON OPENING NIGHT,
DELIGHTED AUDIENCE.

25 DISTINGUISHED ARTISTS.

RICH AND ELEGANT COSTUMES.

Entire change of programme for
Thursday and Friday Evenings, March 12 and 13.

Admission 75 cents. Reserved seats $1.

Seats can be secured at H. Kleber & Bros.

The Steinway Grand Piano used by the Richings Troupe is furnished by H. Kleber & Bro.

☞ **FREE LECTURE**

AT THE ROOMS OF THE
Young Men's Christian Association,
ON
THURSDAY EVENING, MARCH 12,
Commencing at 8 o'clock, by
PROF. GEO. HAY.
Subject—"HUMBUG."
You are invited. mh10;y93

NEW ADVERTISEMENTS.

TO THE SELECT AND COMMON COUNCILS OF THE CITY OF PITTSBURGH.

The undersigned Viewers of Street Improvements in the City of Pittsburgh, appointed by the Court of Quarter Sessions of Allegheny county, and authorized by ordinance, passed on the 2d day of May, A. D. 1873, a copy of which is hereto attached, to make an assessment of the cost and expense of constructing a Public Sewer on 27th and Carson streets, in said city upon the property benefited thereby under the provisions and in accordance with an act of Assembly, entitled "An Act concerning streets and sewers in the City of Pittsburgh," approved January 6th, 1864, and the several supplements thereto, respectfully report:

That having been first duly sworn and qualified according to law, they proceeded in the manner and according to the directions of said Act, to discharge the duties of their appointments; that having viewed the premises, they made an assessment of said cost and expense upon the property benefited, and caused a plot and statement to be made, as required by said Act; and having given to the owner of each lot ten days notice of the time and place of meeting, they met on the 6th day of March, A. D. 1874, at the office of the Board of Viewers in the City of Pittsburgh heard all the complaints and evidence offered, and having made all modifications and corrections which they deem proper, assessed the cost and expense of constructing said sewer upon the following property; upon each for the amount set opposite the name of the owner thereof, viz.:

Report of Viewers' on 27th street Sewer, from Carson street to Josephine street.

Whole cost of Sewer	$10,935 74
Viewers' time	90 00
Clerking and Notices	35 03

Benefits.

Name	Feet	Rate	Amount
Twenty-seventh street, west side—			
Allerbrand's heirs	90	$4 49	$ 404 10
Mrs. Birkleyback	40		179 60
Mrs. Nulmeier	40		179 60
H. Zell	40		179 60
M. Ulrich	20		89 80
C. Kline	20		89 80
M. Dubaum	20		89 80
J. Hoffman	40		179 60
A. Becker	20		89 80
M. Lickner	40		179 60
L. Renner	40		179 60
H. Sunshine	40		179 60
H. Christian	40		179 60
R. & D. Cunningham's	40		179 60
C. Hinel	20		89 80
Cunningham	20		89 80
Shooty	42		188 67
N. Ayler	77		345 73
P., V. & C. R. R.	60		269 40
H. Sunshine	60		269 40
P. Schietemental	60		269 40
Josephine street—			
J. Richenbach	39		115 11
John McCord	54		242 46
Twenty-seventh street, east side—			
West & Grierson		65	51 25
Fickerson			185 25
Mrs. Nulmeire			282 15
J. Mahler			259 25
24th Ward School House			254 25
P. Haberman			182 65
W. Mathews			68 00
T. Shouse			25 00
D. White			90 00
J. Guhl			73 00
J. Williams			73 00
P., V. & C. R. R.			79 05
A. Goff			73 00
Bombaugh			89 00
H. Sheppard			148 90
T. J. McClurg			278 25
Carson street—			
J. A. Shoulen			12 06
George Jones			24 00
Jones & Laughlin			24 00
Kuhlman's heirs			14 40
Kirchner			12 00
Cowan			14 40
Joseph Miller			9 60
John Beamer			4 80
Michael End			4 80
Joseph Cupp			4 80
Pfeil			4 80
Sarah street, north side—			
Gallagher's heirs			12 00
M. Sharp			12 00
West & Grierson			72 00
Karnes, Hauch			28 00
West & Grierson			36 00
Charles Cress			9 60
St. Peters' Church			10 00
South side—			
W. Sankey			11 50
D. T. Reise			12 00
P. Conle			12 00
John Wellinger			12 00
T. B. Duckworth			4 00
Evan Thomas			9 68
T. Popinger			12 00
P. Seckenger			14 40
M. Mahler			24 00
W. Grasgies			12 00
M. Ehmen			24 00
L. Smith			12 00
J. Ehmen			24 00
Jane street, north side—			
W. Mahler			12 00
F. Nulty			12 00
J. Young			12 00
J. Young			18 00
P. Young			2 40
G. Kurtz			12 00
F. Ibmsen			12 00
S. Smith			6 00
G. Garman			4 80
A. Scheinitzawer			9 60
Jacob Ocker			9 60
Ihmsen			75 00
Jacob Young			7 20
J. Piper			2 40
Jane street, south side—			
N. Hary			12 00
N. Letzkus			12 00
S. Weutte			36 00
M. Hagan			18 00
Martin Almond			9 60
Mary street, north side—			
P., V. & C. R. R.			115 00
Archie Pattan			12 00
John Pattan			12 00
South side—			
Telt & Alar			24 00
Kush			12 00
J. H. McClurg			69 50
Mrs. Hays			48 00
Mrs Stonerod			24 00
Mrs. Douglass			48 00
Josephine street, north side—			
P. McCar			26 00
N. Altenbrand			12 00
Mrs. H. McClurg			39 00
W. Paschke			43 50
J. McBirney			12 00
P. Kilchrist			14 40
John Coyne			18 00
C. Devlin			7 20
George Ditzell			10 00
Joseph Hagle			11 00
South side—			
J. Reighanbaugh			16 50
Mrs. Phillips			24 00
F. Curley			12 00
W. McNamara			12 00
E. Hartnatte			12 00
T. J. McClurg			24 00
F. Ress			24 00
F. Hussey			12 00
Sarah street—			
W. Probest			13 50
Keynost			24 00
E. Brown			12 00
J. Watkins			12 00
D. Evans			4 80
H. Lloyd			22 00
E. Thomas			12 00
S. Lloyd			12 00
E. Zacholas			12 00
T. McClurg			24 00
V. McClurg			19 20
Mrs. J. B. Hays			24 00
P. Young			12 00
Washington street—			
Mrs. Wilmort			24 00
P. Hesson			24 00
T. Grainger			24 00
Mrs. Payne			24 00
Mrs. Graver			24 00
Mrs. Steenrad			60 00
Sheridan street—			
Chambers			20 00
C. Ronp			26 00
J. Beck			24 00
John Larimer			24 00
Mrs. Douglass			4 80
Nancy Fischer			10 00
Jones Walker			10 00
John A. Hearth			10 00
A. Steck			12 00
Mrs. Douglas			12 00
Jones Walker			24 00
Williamson			12 00
R. S. Alston			12 00
John Mickle			36 00
McCord street, west side of main sewer—			
A. Hauck			20 00
Brown			20 00
H. Shutz			20 00
J. Assnel			7 50
H. Welz			5 00
E. Snyder			6 00
J. Wetand			7 50
J. Shupert			20 00
H. Faas			20 00
F. Mein			10 00
W. Fleshman			10 00
A. Feteman			10 00
F. Sackey			20 00
J. Lappel			15 00
B. Kluiger			15 00
J. Fielz			10 00
J. Brown			18 50
Barry street—			
Smith			15 00
N. Trimber			15 00
M. Christian			15 00
J. Dipper			15 00
J. Keller			15 00
John Brown			15 00
J. C. Brown			15 00
Mrs. Geileger			15 00
Mrs. Carroll			15 00
Mrs. Rickey			15 00
Pat Murray			15 00
Brown			120 00
J. Cooke			15 00
Mrs. Kinney			15 00
A. Weaver			15 00
On property west of sewer on Carson street—			
J. Meyers			60 00
J. Capps			60 00
J. Brown			36 00
L. Reiber			36 00
B. Krebbs			38 00
Sarah street—			
Mrs. Burkesbach			30 00
A. Harry			60 00
Mrs. Court			60 00
J. Capps			22 50
W. Dentre			27 00
J. Weber			36 00
J. Court			18 00
John Weaver			18 00
Larkins alley—			
O. Close			22 50
L. Remen			36 00
W. Bettner			15 00
M. Sheep			15 00
Mrs. Robinson			15 00
Jane street—			
J. Kech			15 00
Mrs. Boyd			15 00
J. Feld			15 00
Cunningham			288 00
Jones & Laughlin			150 00
Brown			75 00
Mary street—			
P., V. & C. R. R.			108 00
Edward street—			
H. Christian			15 00
W. McCormick			15 00
Josephine street—			
C. Loda			45 00
Mrs. Winchacer			60 00
Mrs. Winchauer			36 00
T. White			72 00
Jacob Belter			18 00
F. Hoover			12 00
Spring street—			
J. C. Brown			18 50
H. Shankle			10 00
Mrs. Shankle			10 00
C. Yenger			10 00
A. Windecright			20 00
J. Cunningham			20 00
J. C. Brown			20 00
J. Bolldorf			20 00
Total			$11,060 77

Due contractors, Finan & Philips	$10,682 40	
Due Castings	$11 34	
Due City of Pittsburgh	367 03	$11,060 77

ROBERT VANDEVORT,
JAMES CASSIDY,
M. EDWARDS,
mh12 Viewers.

LEGAL.

NOTICE.

The undersigned will apply to the Legislature at its present session for an act incorporating a Company to construct a RAILROAD from a point within or near the corporate limits of the City of Pittsburgh, to a point at or near Oakdale, in Allegheny county, for the carrying of coal and other traffic such as is usually carried on railroads, and to be known as the PITTSBURGH AND PAINTER'S RUN RAILROAD.

C. HANSON LOVE,
G. Y. COULTER,
WM. ESPY.
fe26-y47-TH

LETTERS TESTAMENTARY ON THE Estate of JOHN McFARLAND, deceased, late of the Second ward, Allegheny City, having been granted the undersigned, all persons indebted to said estate will make payment, and all persons having claims against said estate will present them, properly authenticated, for settlement, to

JOHN McFARLAND,
No. 16 Ackley street, Allegheny.
GRAHAM SCOTT,
Cor. of Grant St. and Seventh Ave., Pittsburgh.
fe12 x91-TH Executors.

ARCHITECTS.

DRUM & KUHN,
Architects,
Office—North-East corner Wood and Fifth avenue, Third Floor.
REFERENCES: Judge Collier, Messrs. Wier & Gibson, Gen. J. R. Porter, John Heath, Esq., G. A. Mundorf, Messrs. Marshall & Bro.

BARR & MOSER,
ARCHITECTS
HAVE REMOVED to the GAZETTE building,
Corner Sixth avenue and Smithfield Street.

J. A. B. .... W. H. B.

S. Bradley & Sons,
WOOLEN MANUFACTURERS OF
FANCY BARRED FLANNELS,
ALL WOOL,
Blue and Albion Jeans.
SUPERIOR KNITTING YARNS
Of all colors and numbers, suitable for Knitting machinery, GUARANTEED ALL WOOL.
FACTORY, RIVER AVENUE,
Below Suspension Bridge,
ALLEGHENY CITY.

AUCTION SALES.

Nation Trust Co. Bank Building

422 Penn Avenue,

FRIDAY MORNING, March 27th, 1874, at 10 o'clock, by authority of the Court of Common Pleas of Allegheny county, as Receiver of the National (Nation) Trust Company, I will expose to sale by Public Auction, on the Premises, all that lot of ground situate at No. 422 Penn avenue, corner of Stevenson alley, City of Pittsburgh, on which has been erected and neatly completed, a three-story Brick Bank Building, with handsome iron front, and high basement; and upon the rear of which is a four-story Brick Building; the same to be sold subject to a mortgage and expenses of building, of which notice will be given at the sale.

TERMS OF SALE—One-third Cash; one-third in six months; and one-third in twelve months; the unpaid balance, with interest half yearly, being secured by Bond and by Mortgage upon the premises, with provision for collection of whole sum due on failure to pay any installment of principal or interest.

JOHN H. BAILEY,
Receiver.
A. McILWAINE, Auctioneer. mal1:12:29ths

TWO LOTS
FORTY FEET WIDE,
WITH FIRST CLASS
Two-Story Brick Dwelling,
AT AUCTION,
ON THE PREMISES,
63 Taylor Avenue, 2d Ward, Allegheny,
ON
Tuesday, March 17th, 1874,
AT TWO O'CLOCK,

Dwelling is of modern construction, and is in good condition, containing 8 rooms, kitchen, bath room, pantries, wash house, finished attic, dry cellar, vestibule, and splendid wide hall. Door way to each room on both floors. Neat porch at side entrance. Gas fixtures through entire house. Water in bath rooms, kitchen and wash house. Side lot is about 18 feet wide, on back end of which is a frame stable fronting on Davis alley. This valuable property is delightfully located, and merits the special attention of any person wanting a comfortable city residence. Neighborhood quiet and pleasant. Contiguous to Street cars and Parks. Terms made known at sale. Possession at once. For further information apply to

JAS. W. DRAPE & CO.,
AUCTIONEERS,
mar11 47½ Federal street, Allegheny.

BY A. J. PENTECOST.

POSITIVE SALE.

On Saturday, March 14th,
AT 11 A. M.,
AT AUCTION,
On the premises,
No. 96 River Avenue,

Allegheny City, that fine THREE STORY BRICK DWELLING, containing 12 rooms, fitted up in good order; gas and water; bath rooms; range of the latest improvement; having a river front with a fine view; fine society; handy to street cars, market houses, being the central part of both cities.

TERMS—One-third down—balance in one, two and three years.

ON THE SAME DAY,
AT 3 P. M., THAT
Fine Double Brick Residence,

On Granville street, nearly opposite 11th ward School, 11th ward, near Centre avenue street cars. The grounds are large—planted with fruit trees, shrubbery, &c. The house was built by JAMES ROBB, Esq., and is one of the best built houses in the city. High ceilings, large rooms; also has an observatory attached to it, commanding a fine view of the two cities and river, having all the modern improvements, such as hot and cold water, bath rooms, water closets.

Parties who are in want of a fine residence in the city would do well to examine this property before the day of sale.

Terms easy—made known on day of sale.

A. J. PENTECOST, Auctioneer,
mh10 52 Diamond, Allegheny.

ORDINANCES.

[No. 11.]

AN ORDINANCE—Levying Taxes and making Appropriations for the year 1874.

SECTION 1. Be it ordained and enacted by the City of Pittsburgh, in Select and Common Councils assembled, and it is hereby enacted by the authority of the same, That for the purpose of providing sufficient revenue to meet the ordinary expenses of the City, to pay the interest on outstanding bonds, and to discharge all other liabilities now due, or which may become payable during said year 1874, taxes shall be and are hereby levied and assessed upon all property and other objects of taxation, as follows:

1. Upon all property taxable for State and County purposes, four mills upon each dollar of valuation.

2. Upon all property taxable for State and County purposes within the limits of the City of Pittsburgh as it existed prior to the consolidation under the Act of April, 1867, one-half mill each dollar of valuation, as a Special Tax for the separate indebtedness of said district.

3. Upon all property taxable for State and County purposes within the limits of the former borough of Lawrenceville, one mill upon each dollar of valuation as a Special Tax for the separate indebtedness of said district.

4. Upon all goods, wares and merchandise, and upon all articles of trade and commerce sold in said city in any manner not herein otherwise provided for, one and one-half mills upon each dollar of said sales.

5. Upon all sales of goods, wares and merchandise, and articles of trade or commerce sold by commission merchants in said city, two mills on each dollar of said sales.

6. Upon the actual yearly sales of each and every person or firm engaged in the trade, business or occupation of retailing his, her or their benefit, vinous, fermented or distilled liquors, fifteen mills upon each dollar of said sales.

7. Upon the actual yearly sales of each and every person or firm engaged in the business or occupation of an auctioneer, two mills upon each dollar of said sales.

8. Upon the gross commissions or brokerage of all merchandise brokers, forwarding and commission merchants, not including commissions on sales, fifteen mills on each dollar of said commissions.

9. Upon the average line of discounts of brokers, banks and banking institutions, one mill on each dollar.

10. Upon the gross receipts of insurance companies, insurance agencies, express companies and telegraph companies, three mills upon each dollar of said receipts.

11. Upon the gross receipts of persons engaged in the business of keeping billiard tables, ten-pin alleys, or bagatelle tables, for public use, fifteen mills upon each dollar of said receipts.

12. The schedule of water rents for the year 1874, shall be fixed by ordinance at the time the assessments are made.

13. Upon all property taxable for State or County purposes, one mill upon each dollar of valuation, to be used for maintaining and extending the Fire Department.

14. Upon all property taxable for State or County purposes, one and one-half mill upon each dollar of valuation to create a Sinking Fund and Water Works interest.

15. Upon all property taxable for State and County purposes, within the limits of the former boroughs of Ormsby, one mill, East Birmingham, two and one-half mills, St. Clair, one mill, Allentown, one and one-half mills, Mt. Washington, one mill, West Pittsburgh, three mills, Union, one-third of one mill, Temperanceville, three mills, upon each dollar of valuations as a special tax for the separate indebtedness of said districts.

SEC. 2 And at the above rates the City Assessor shall assess said taxes.

SEC. 3. That the amount necessary to pay the interest on the separate indebtedness of the old city and the borough of Lawrenceville, shall be taken from receipts from the Special Taxes of the district aforesaid and placed in Appropriation No. 1, on which warrants shall be drawn for all interest accruing or accrued on the debts of said districts, respectively.

SEC. 4. That the balance of said receipts from said Special Taxes (after payment of interest,) shall be paid into a sinking fund for the district from which it is collected, and shall be used for the payment of the special debt of said district.

SEC. 5. That the revenue of said city for the year 1874, arising from the taxes, loans, and all other sources, together with any moneys in the treasury not otherwise appropriated, are hereby appropriated for the following purposes:

APPROPRIATIONS FOR 1874.

No.	Purpose	Amount
1.	Interest	$190,000 00
2.	Salaries	30,000 00
3.	Printing	12,000 00
4.	Fire Department	145,000 00
5.	Police	207,000 00
6.	Water Works	90,030 00
7.	Streets	140,000 00
8.	Pittsburgh Gas Company	20,000 00
9.	Diamond Markets	7,000 00
10.	Monongahela Wharf	4,000 00
11.	Allegheny Wharf	1,000 00
12.	Weigh Scales	2,000 00
13.	Contingent Fund	30,000 00
14.	Board of Health	10,000 00
15.	East End Gas Company	12,000 00
16.	City Property	25,000 00
17.	Outstanding Warrants	500 00
18.	Finance Fund	20,000 00
19.	Sinking Fund	100 00
20.	Fifth Ward Market	400 00
21	City Hall Furnishing	4,000 00
22	Road	40,000 00
23.	Surveys	15,000 00
24.	Water Extension Loan	500,000 00
25.	Water Extension Interest	280,000 00
26.	Water Loan Sinking Fund	80,000 00
27.	Fifth Avenue Market	2,000 00
28.	Special Sinking Fund	7,000 00
29.	Lawrenceville Sinking Fund	3,250 00
30.	Street and Sewer Improvement Fund	50,000 00
31.	South Side Market	2,500 00
32.	South Side Wharf	1,500 00
33.	Deficiencies	112,750 00
34.	Equalization	15,000 00
35.	South and West Side Gas Co.	10,000 00
36.	Fire Department Loan, Interest and Sinking Fund	24,000 00
37.	Deficiency, Water Loan, Interest	75,000 00
		$2,168,000 00

ESTIMATE OF RECEIPTS FOR 1874.

Source	Rate		Amount
City Tax	4	mills,	$ 600,000 00
Fire Tax	1	"	145,000 00
Old City Special Tax	½	"	30,000 00
Lawrenceville Special Tax	1	"	9,000 00
Water Works Interest and Sinking Fund Tax	1½	"	200,000 00
Business Tax	1½	"	138,000 00
Water Works			256,000 00
Monongahela Wharf			12,000 00
Allegheny Wharf			3,500 00
Mayor's Office			50,000 00
Diamond Market			45,000 00
Fifth Avenue Market			2,500 00
City Gauger			3,500 00
Vehicle Licenses			30,000 00
Street Railroads			4,000 00
Building inspector			4,500 00
Interest on Bank Balances			20,000 00
Streets			10,000 00
South Side Market			4,000 00
Weigh Scales			5,000 00
South Side Wharf			2,000 00
Outstanding Taxes			100,000 00
Water Extension Loan Bonds			500,000 00
			$2,168,000 00

SEPARATE INDEBTEDNESS.

24th ward, Borough Ormsby	$ 2,098 65
25th and 26th wards, Borough East Birmingham	18,276 29
27th ward, Borough St. Clair	2,161 95
31st ward, Borough Allentown	1,735 30
32d ward, Borough Mt. Washington	2,311 12
34th ward, Borough West Pittsburgh	2,864 70
35th ward, Borough Union	545 66
36th ward, Borough Temperanceville	3,776 67

SEPARATE INDEBTEDNESS.

	Rate		Amount
24th ward Special Tax	1	mill,	$2,098 65
25th and 26th ward Special Tax	2½	"	18,235 29
27th ward Special Tax	1	"	2,161 95
31st ward Special Tax	1½	"	1,735 30
32d ward Special Tax	1	"	2,311 12
34th warn Special Tax	3	"	2,864 70
35th ward Special Tax	⅓	"	545 60
36th ward Special Tax	3	"	3 776 67

Ordained and enacted into a law in Councils this 27th day of February, A. D. 1874.

A. H. GROSS,
President of Select Council.
Attest: E. S. MORROW,
Clerk of Select Council.
W. B. NEGLEY,
President of Common Council.
Attest: GEORGE BOOTH,
Clerk of Common Council.

Recorded in Ordinance Book, vol. 3, page 454, Feb. 28, 1874. mh11

OFFICIAL—ALLEGHENY.

OFFICE OF THE CITY ENGINEER,
CITY OF ALLEGHENY, March 11, 1874.

NOTICE.—THE ASSESSMENTS FOR the construction of the Board Walk on Lowrie street, from Branch street to Roessler street, is now ready for examination and can be seen at this office until SATURDAY, March 21, 1874, when it will be placed in the hands of the City Controller to serve notices for the payment of the same.

CHAS. DAVIS,
mh11:y4 City Engineer.

OFFICE OF CONTROLLER,
CITY OF ALLEGHENY, PA., March 11, 1874.

NOTICE TO PARTIES INTERESTED.—The Report of the Viewers on the opening of Preble avenue from Wilkins street to Sand Alley, having been finally confirmed, notice is hereby given that the assessments for benefits are now due and payable at the office of the City Treasurer. If not paid within sixty days from this date, liens will be filed on the unpaid assessments, with interest, costs and fees.

mal1 JAMES BROWN, Controller.

OFFICE OF CONTROLLER,
CITY OF ALLEGHENY, PA., March 11, 1874.

NOTICE TO CONTRACTORS—SEALED Proposals will be received at this office until 3 P. M., Tuesday, March 17th, 1874, for about 4,000 yards of material to be placed on the wharf in the vicinity of the Allegheny Water Works, said material to be taken from the foot of Troy Hill.

Proposals will be received at the same time for about 1,600 yards of earth, and about 400 yards of clinkers to be placed on the wharf at the foot of Wilkins street, in the Ninth ward.

The Committee on Wharves and Landings reserves the right to reject any or all bids.

mar11-23 JAMES BROWN, Controller.

NEW ADVERTISEMENTS.

CARPETS!

NEW SPRING STOCK.

Fine Body Brussels, Rugs and Mats to match.

Tap Brussels from $1.10 to best quality.

Ingrain Carpet from 45c to finest quality.

Stair Carpets from 25c to best quality.

Curtains and Cornices, all kinds.

Floor and Stair Oil Cloth.

Piano Covers, Table and Stand Covers, &c., all at the very lowest prices.

A Special Bargain—25 pieces Ingrain Carpet 50 to 65c.

Dunlap & Snaman,
136 Federal Street, Allegheny.

KNAKE & M'GINN,
AGENTS FOR THE
Arion, New York and Shomacker, Philadelphia

PIANOS, and Dealers in
Estey Organs.

PRICES—Pianos, $300 to 750. Organs, from $60 to $750, according to style and finish.

Musical Instruments of every description; also, Sheet Music and Music Books. Operas by different publishers &c.

NO. 12 SIXTH ST.,
Late St. Clair, Pittsburgh, Pa.

R. & W. JENKINSON,
287 Liberty Street, Pittsburgh,
Manufacturers and Wholesale Dealers in
LOUISVILLE AND VIRGINIA
Tobaccos,
And best brands of
Fine Cut Chewing, Cigars &c.

Henry G. Hale,
MERCHANT TAILOR
Is now receiving direct his
Spring & Summer Importations,
Cor. Penn Avenue and Sixth Street.

JOS. SPENCER. JAS. M'KAY. ROBT. LIDDELL.

Phœnix Steam Brewery,
SPENCER, McKAY & CO.,
MALSTERS AND BREWERS,
ALE, PORTER AND BROWN STOUT.
PITTSBURGH, PA.
ROBT. WATSON, Manager.

Hazard Powder Company's
SPORTING AND MINING POWDER.

I am now prepared to supply this very superior Powder to Sportsmen, Furnacemen, Contractors and dealers by KEG or CAR LOAD,

At Low Prices.

SAFETY FUSE constantly on hand.

ARTHUR KIRK,
No. 19 Seventh street, (late Irwin street,)
PITTSBURGH.

LEMON & WEISE,
MANUFACTURERS OF
Cabinet Furniture
AND
CHAIRS.
No. 111 Fourth Avenue, Pittsburgh, Pa.
The Trade supplied at Lowest Prices.

T. & J. T. McCANCE,
MERCHANT TAILORS,
Are now receiving their
SPRING STOCK,
No. 196 Liberty Street.

$5 TO $10 A MONTH

WILL BUY A FINE AMERICAN WATCH At the Jewelry Store of
JOHN MITSCH,
92 Ohio Street, Allegheny.

GAS FIXTURES.

We have received from the best manufacturers of Philadelphia and New York, our new stock of

GAS FIXTURES

For the Fall trade, and we invite a comparison of the same with any that can be found in this city, which we will sell at very reasonable rates.

Tate, Munden & Tate,
313 Liberty Street,
PITTSBURGH.

THOMAS HARPER,
Manufacturer of
WAGONS, CARTS, DRAYS, FLOATS,
Timber Wheels,
WHEELBARROWS, &c.
Also, Wheels and Materials furnished to order.
Office and Works—233 Beaver Avenue
ALLEGHENY CITY.

LIVINGSTON & CO.,
Manufacturers of LIGHT Grey Iron
CASTINGS,
Plain, Japanned, Bronzed, Coppered or Galvanized. Light Work our Specialty.
Office and Works near Outer Depot, ALLEGHENY CITY. Postoffice address, Lock Box 309 Pittsburgh, Pa.

DR. THOS. J. GALLAHER,

Having returned to the city, has resumed the practice of his profession at his former residence, 61 SIXTH AVENUE. fe2:x5

PROPOSALS.

SEALED PROPOSALS WILL BE RECEIVED at the office of the Water Committee of Councils of the City of Pittsburgh, up to March 19th, 1874, for from

Thirty to Fifty Tons of Good Soft Lead,

To be *delivered* at the Depot at Pittsburgh.

JAMES M. ATKINSON,
mh7 Superintendent of Water Work.

OFFICE OF CONTROLLER OF ALLEGHENY CO.,
PITTSBURGH, March 3, 1874.

Notice to Banks and Bankers.

SEALED PROPOSALS will be received at this Office until the 13th inst., inclusive, addressed to SAMUEL KILGOUR, County Treasurer, for interest on the current daily balances of the County for the ensuing Treasurer's term.

HENRY WARNER,
mh4 County Controller.

PROPOSALS.

Proposals will be received at the office of the Pittsburgh Gas Company until SATURDAY, MARCH 14th, at 3 o'clock P. M., for the delivery and building of about Five Thousand perches of good Scabbled Rubled Stone.

Bids will be received separately, either for the delivery of the stone and building, or for the stone alone.

Bidders will give the situation of the quarry from which they propose to furnish the stone.

A bond will be expected for the performance of the contract.

The Company reserves the right to reject any or all bids.

Direct all proposals to

JOHN H. McELROY,
mr4-y75 Engineer Pittsburgh Gas Co.

Notice to Bridge Contractors.

Sealed proposals will be received in the office of the County Controller until SATURDAY, the 21st of March, for constructing a WOODEN BRIDGE, with abutments of masonry, over a branch of Thompson's Run, on the Northern Turnpike, on the land of William Miskimmons, in Penn township; and also for the repairing of two bridges over Peters' Creek, near its mouth, in Jefferson township.

Plans and specifications for the above work will be found in the office of the County Engineer, on and after Monday, the 9th inst.

J. B. STILLEY,
mh5 County Engineer.